

COLUMBIA LIBRARIES OFFSITE
AVERY FINE ARTS RESTRICTED



AR01528092

Ex Libris

SEYMOUR DURST

t' Fort nieuw Amsterdam op de Manhatans



FORT NEW AMSTERDAM




(NEW YORK), 1651.

When you leave, please leave this book
Because it has been said
"Ever'thing comes t' him who waits
Except a loaned book."

EVERY ARCHITECTURAL AND FINE ARTS LIBRARY

GIFT OF SEYMOUR B. DURST OLD YORK LIBRARY



Digitized by the Internet Archive
in 2014

STATE OF NEW YORK

DEPARTMENT OF PUBLIC SERVICE
METROPOLITAN DIVISION

TRANSIT COMMISSION

FOURTEENTH ANNUAL REPORT

For the Calendar Year 1934

WILLIAM G. FULLEN, Chairman

LEON G. GODLEY
Commissioner

REUBEN L. HASKELL
Commissioner

GEORGE H. STOVER, Counsel

MACK NOMBURG, Secretary



ALBANY
J. B. LYON COMPANY, PRINTERS
1935

Office

HE

4491

8210N

144

(1934)

No. 40

Legislative Document (1935)

STATE OF NEW YORK

DEPARTMENT OF PUBLIC SERVICE
METROPOLITAN DIVISION
TRANSIT COMMISSION

FOURTEENTH ANNUAL REPORT

For the Calendar Year 1934

WILLIAM G. FULLER, Chairman

RUBEN L. HASKELL,

Commissioner

LEON G. GODLEY,

Commissioner

GEORGE H. STOVER, Counsel

MAX NORMUND, Secretary



ALBANY
J. M. LYON COMPANY, PRINTERS
1935

STATE OF NEW YORK
DEPARTMENT OF PUBLIC SAFETY
(Grand Commission)
New York, January 24, 1914.

TABLE OF CONTENTS

PART I

	PAGE
General	7

PART II

Statistics of Operating Companies.....	129
--	-----

[3]

STATE OF NEW YORK
METROPOLITAN DIVISION—DEPARTMENT OF PUBLIC SERVICE
(Transit Commission)

New York, February 14, 1935.

To *Honorable HERBERT H. LEHMAN,*
Governor of the State of New York;

THE LEGISLATURE OF THE STATE OF NEW YORK; and

Honorable MILO R. MALTBY,
Chairman, Department of Public Service,
State Division.

Sirs:

In conformity with the provisions of Section 17 of Article 1 of Chapter 343 of the Laws of 1926 as amended, being the State Departments Law, the Metropolitan Division, Department of Public Service—Transit Commission—hereby submits to you its annual report for the calendar year 1934.

Respectfully submitted,

WILLIAM G. FULLEN,
Chairman.

LEON G. GODLEY,
REUBEN L. HASKELL,
Commissioners.

FOREWORD

The duties with which the Transit Commission is charged are varied. Chief among them are supervision of service and improvement of transportation facilities on rapid transit lines, street surface railroads, trunk line systems and bus routes; the administration of Contracts 3 and 4; the issuance of certificates of convenience and necessity for the new bus routes, and the periodic safety inspection of all buses carrying more than seven persons, pursuant to Chapter 900 of the Laws of 1934.

Of equal importance is the elimination of grade crossings within the City of New York.

Special duties are imposed, also, with relation to the proposed readjustment and unification of the rapid transit lines of New York City, on which the Commission has continued working throughout the year.

All these matters are considered in this, the fourteenth annual report of the Transit Commission. The Commission has endeavored to give, within these pages, a complete but brief account of its accomplishments and activities during the calendar year 1934.

One important change in the personnel occurred during the year with the promotion on October 1, 1934, of Mack Nomburg, Assistant Secretary since 1928, to Secretary of the Commission to succeed James Blaine Walker, who retired after 26 years of service with the Transit Commission and the Public Service Commission.

PART 1

Chapter 1

Some of the chief accomplishments and activities of the Transit Commission during the year 1934 were:

BUS INSPECTIONS

On October 1, 1934 chapter 900 of the Laws of 1934, enacted at the extraordinary session of the Legislature, became effective. This new law provided for safety inspection of mechanical equipment of all buses carrying more than seven persons—by the Transit Commission in New York City, by the Public Service Commission in the remainder of the State—and the issuance of certificates of inspection without which no bus may operate legally.

Anticipating the requirements of the law, the Commission augmented its staff of bus inspectors on September 17, 1934, and from that period until October 1, the law's effective date, more than 3,500 buses were inspected and as many certificates issued to avoid stoppage of needed bus facilities. These inspections were made in accordance with rules and regulations adopted by the Commission after a series of conferences with the Public Service Commission and the Police Department, whose officials have been giving complete cooperation in their enforcement.

By the end of the year 305 owners, lessees and/or operators of buses had registered with the Commission a total of 3,663 buses. While the law provides for at least one inspection every four months, the policy of the Commission has been to inspect more frequently when such inspections were indicated as desirable or necessary. As a result, between September 17 and December 31, a total of 8,948 bus inspections were made.

BUS OPERATION

One of the greatest steps forward in surface transportation was impelled during the year by the Commission with the granting of a Certificate of Convenience and Necessity for the operation of buses by the Madison Avenue Coach Company along the route of the

century-old Fourth & Madison Avenue surface car line. Approval by the Commission of the abandonment of the latter's operations meant the passing of a line which, over a hundred years ago, started the world's first surface car operation. The motorization of the line was scheduled to become effective on February 1, 1935, with 77 up-to-date buses replacing the antiquated surface cars.

The Avenue B & East Broadway Transit Company also was granted a certificate of convenience and necessity for operation of buses under franchise on Avenue B and the Grand Street Crosstown line.

Franchises having been obtained by the Fifth Avenue Coach Company, certificates were granted by the Commission for the operation of its bus routes in Manhattan and Queens.

At the close of the year there were still pending several applications for bus routes and for motorization of street surface lines in Manhattan for which franchises had been awarded by the Board of Estimate and Apportionment. The validity of the grants having been taken into litigation, the Commission has not completed its hearings on applications for certificates for the routes involved.

Late in December, 1934, the Board of Estimate and Apportionment asked the Commission to certify that the Eighth & Ninth Avenues surface car lines may be abandoned. Action on this request was not taken until after the close of the year, but in line with the Commission's policy of complete cooperation with the city authorities on improvement of transportation, it was anticipated that before the end of 1935 buses will have replaced the surface car operation on those highways.

The trend toward motorization brought about action by the Commission in permitting the acquisition by the New York Railways Company of the 23rd Street and Bleecker Street surface car lines. The New York Railways and its subsidiary, the New York City Omnibus Corporation, have before the Commission applications for motorization of its lines.

SERVICE

Two new multi-section cars—one made of stainless steel and one of aluminum—were placed in operation for experimental purposes by the New York Rapid Transit Corporation. In accordance with the Commission's order for the purchase of additional equipment and power, the company submitted plans for 25 of these multi-section units.

Adequacy of service on the lines of this company was the subject of hearings during the year, as the result of which 2,700 car miles per day were added to the non-rush hour service. Further conferences brought about the addition of another 2,500 car miles per day in the month of December. Some of the service improvements effected were:

On the Sea Beach line, increase of four trains Saturdays between 9 and 11 a. m.; twelve trains increased from 6 to 8 cars each between 12:30 and 3 p. m. Saturdays; six-car trains increased to 8 cars for five intervals before and six intervals after the evening rush hours.

On West End line, 27 Saturday trains increased from 6 to 7 cars; all trains operated through to Coney Island Sunday afternoons, making 7½-minute intervals instead of 15 minutes; thirteen 6-car trains increased to 7 cars before and after the evening rush; increase of 9 cars between 12:30 and 1 a. m.

On Brighton Beach line, three 6-car trains increased to 8 cars leaving Brighton Beach between 3 and 3:30 p. m.; nine express trains increased from 6 to 8 cars between 9:30 and 10:30 a. m. and between 4:30 and 5 p. m.; five 8-car trains instead of 6-car after the morning and evening rush hours; two additional six-car express trains via Nassau street loop in a. m. rush hours.

On Fourth Avenue line, two additional six-car express trains between 8 and 8:30 a. m.; four 4-car trains increased to 6 cars between 9:46 and 10:12 a. m. westbound; 6-car trains instead of 4-car between 4 and 7 p. m. Saturdays to Queens Plaza; four trains increased from 3 to 4 prior to p. m. rush hours.

Similar service enlargements were effected on practically all of the company's rapid transit lines.

Many improvements also were brought about in the service rendered by the Interborough Rapid Transit Company. By speeding up releases of trains from the shops, together with a more intensive use of equipment and redistribution of cars, service changes were made which might otherwise have been impossible because of lack of equipment and the financial inability of the company to procure additional cars.

In the subway division, on the Pelham Bay Park and White Plains Avenue lines, important changes in schedule were made which brought about substantial increases in through service resulting in greatly improved loading conditions. Additional service was also provided in non-rush hours on the Flushing line in Queens and on the Eastern Parkway and Nostrand Avenue branches in Brooklyn.

Southbound stations from 177th Street to Jackson Avenue on the Westchester Avenue branch of the Broadway-7th Avenue line were lengthened.

On the elevated lines, improvements were effected despite declining traffic, particularly the extension of through service on the Webster Avenue division of the Third Avenue elevated line. Rearrangement of the Second Avenue elevated schedule reduced the interval between trains from 6 to 4 minutes from 6 a. m. to 6 p. m., serving to offset competition of bus operation on Second Avenue.

Bus and surface car operation were closely supervised and on practically every line operating under the jurisdiction of the Commission, improvements were effected either through the use of additional equipment or rearrangement of schedules to provide the ultimate service with the equipment on hand.

GRADE CROSSINGS

Working in cooperation with officials of the Federal government, of other State departments and of the City, the Commission and its engineers pressed the elimination of grade crossings in the city throughout the year. Construction of eliminations comprising 123 grade crossings were progressed and 11 eliminations were completed. Federal grants of \$1,554,500 for 30 per cent of the labor and material costs were obtained for five projects and construction begun on four of them with railroad company forces. Work under way during the year included:

West Side Improvement, New York Central Railroad, 93 crossings, with the estimated cost of elimination placed at \$30,700,000. This amount, however, is for grade crossing work only, as this vast project will contain "additions and betterments" effected by the New York Central and the City which will involve a total cost of more than \$100,000,000.

Central Avenue (Glendale), Long Island Railroad, 1 crossing, estimated cost, \$415,000.

Four Staten Island Rapid Transit Railway projects—Fort Wadsworth, 3 crossings, \$942,000; Port Richmond-Tower Hill, 8 crossings, \$1,724,000; Elm Park-Mariners Harbor, 12 crossings, \$1,824,000; Stapleton, 6 crossings, \$1,524,000.

Projects on which Federal grants were obtained were: Fort Wadsworth, Port Richmond-Tower Hill, Elm Park-Mariners Har-

bor and Stapleton on the Staten Island system, and the West 171st Street elimination on the New York Central.

UNIFICATION

In December, 1931, the Commission, in accordance with the mandate of the Legislature, adopted its Tentative Plan and Report for the unification of the rapid transit lines of the City of New York. The work of bringing up to date the valuations of the various railroad properties involved was continued by the Commission and its engineers and accountants during the year 1934.

Immediately following its adoption, the Commission transmitted its Tentative Plan to the Board of Estimate and Apportionment of the City of New York. Early in 1934, a special committee of the Board of Estimate was appointed to take up the problem of unification.

Throughout the year, numerous calls were made on the Commission's staff by representatives of the Mayor, the City Chamberlain and special counsel of the Board's committee for data and information on unification. Reports on valuation, equipment, power plants and other matters pertaining to the subject were supplied on request.

From time to time during the year, the city's committee representatives held conferences with members of the Commission and its staff and on each occasion fullest cooperation was given to expedite solution of the city's great transit problem. All data pertaining to unification was placed at the disposal of and made available to the city's representatives at all times.

LAW DEPARTMENT

During the year, counsel represented the Commission in sixteen actions and proceedings in the State and Federal Courts, all but one being in the State Courts. The chief of these are briefly summarized as follows:

LITIGATION IN STATE COURTS:

COURT OF APPEALS

The Court of Appeals affirmed with costs an order of the Appellate Division, First Department, which had unanimously affirmed the orders of the Commission, apportioning between The New York Central Railroad Company, the State of New York and The City of New York the cost of eliminating certain railroad crossings at Manhattanville and the crossing at Dyckman Street.

The Court of Appeals reversed an order of the Appellate Division, Second Department, which affirmed a judgment of the Supreme Court, Kings County, in favor of The City of New York, New York Rapid Transit Corporation, the Transit Commission and other defendants, in a suit brought by 396 Flatbush Avenue Extension Realty Corporation to reform a deed to property acquired by the plaintiff, through mesne conveyances, from the City, subject to certain easements for subway purposes, and to enjoin the defendants from interfering with the plaintiff's occupancy. By such reversal (Mr. Justice O'Brien, dissenting) the Court of Appeals held, in substance, that the plaintiff obtained a fee title to the entire plot, subject to a railroad easement with respect to a portion thereof; that no part of the property was excepted by the deed and that until the portion, sought to be excepted, was reasonably necessary for transit purposes, the City has no right thereto.

SUPREME COURT, APPELLATE DIVISION

The Appellate Division, First Department, affirmed the Final Order of the Commission in Case No. 2865-A, *in re* carrying Hammersley and Fenton Avenues across the tracks of the New York, Westchester and Boston Railway Company. The Appellate Division and the Court of Appeals both denied the application of the railway company for leave to appeal to the Court of Appeals, thereby bringing this litigation to a close.

The Appellate Division, First Department, on June 8, 1934, unanimously dismissed the order of certiorari sued out by the Third Avenue Railway Company to review the Commission's refusal to authorize the issuance of notes in the amount of \$240,000 for the purchase of motor buses, and confirmed in all respects the Commission's determination. Leave has been granted to the railway company by the Court of Appeals to appeal to it, which appeal is now pending.

The certiorari proceeding brought by The George Adams Lumber Co., Inc., has been deferred on account of the pendency of a similar matter before the State Division of the Department of Public Service. The Appellate Division, Third Department, heretofore ordered a rehearing by the State Department in that matter and the parties submitted a statement of facts and briefs to that Division without the formality of a rehearing. On December 18, 1934 an order was adopted by the State Division directing the Long Island Railroad Company at its own expense to electrify the Lumber Company's switches and sidings on the condition that the Lumber Company shall pay for the maintenance of the switches and side tracks but not for electric current used for motive power thereon.

SUPREME COURT

The certiorari proceeding initiated in the Supreme Court, New York County, by the Westchester Electric Railroad Company to review provisions of an order of the Commission directing the railroad company to carry passengers between any points along Dyre Avenue on its Fifth Avenue Line in the Borough of The Bronx and any point in the City of Mt. Vernon or vice versa at a five cent fare was discontinued by the parties, upon compliance by the railroad company with the Commission's order.

The Willjohn Corporation, by order to show cause, sought to join the members of the Commission as parties defendant in an action brought to enjoin the New York Rapid Transit Corporation and The City of New York from erecting a power substation in the space between the two tracks of the elevated railroad line opposite the plaintiff's premises on Jamaica Avenue, Queens County. The application was denied at Special Term, Supreme Court, Queens County, by Mr. Justice Hallinan, who held that in no event, could relief be obtained against the parties sought to be brought in under the allegations of the complaint.

The mandamus proceedings brought by the Commission in 1932

to compel The Long Island Railroad Company to install on all cars in electric service interlocking door safety devices was still pending at the close of the year. The Long Island Railroad Company is currently equipping its electric cars with these safety devices in accordance with a schedule agreed upon by the Commission and the railroad company. Pending full compliance with the Commission's order, action on the mandamus proceedings has been suspended.

LITIGATION IN FEDERAL COURTS

DISTRICT COURT

Conferences of the solicitors were held before the Special Master in the equity proceeding brought on behalf of the New York Rapid Transit Corporation against the City, the Transit Commission and others, known as the Menden Case, for specific performance of certain provisions of City Subway Contract No. 4 and for \$30,000,000 damages for the alleged breach thereof. These conferences were initiated by the Special Master, in an effort to end the protracted litigation but in view of the progress of unification negotiations the matter is being kept alive by adjournment of the hearings before the Special Master from time to time.

NON-LITIGATED MATTERS

Readjustment of Franchise Rentals

During the year, proceedings were continued with respect to the readjustment of payments due The City of New York under franchises now owned by Hudson and Manhattan Railroad Company, for occupancy of property under public domain, and similar proceedings were commenced with respect to the same subject as relates to the Pennsylvania Tunnel and Terminal Railroad Company.

Grade Crossing Elimination Claims

During the year, through negotiations conducted by Counsel, a considerable number of claims arising from the appropriation of lands and rights in lands and for damages to property in connection with the elimination of grade crossings were adjusted. This activity, thus far, has resulted in the settlement of claims aggregating \$3,030,998.12 for the sum of \$1,410,896.77. This latter figure includes seven payments of Court of Claims awards totaling \$85,006.24.

ENGINEERING DEPARTMENT

DIVISION OF RAILROAD ENGINEERING

This Division of the office of the Chief Engineer covers regulatory duties imposed upon the Transit Commission by provisions of the Railroad Law, the "New York City Grade-Crossing Elimination Act," the Public Service Law, and the Dual Subway Contracts, to wit:

(1) *Grade-Crossing Elimination—Steam Railroads.*

(2) *Dual Subway Operation*—Investigations, reports, and supervision of proposed changes and additions to the present rapid transit lines, involving matters of a civil engineering nature.

(3) *Track Inspection*—Rapid Transit Railroads, Street Surface Railroads, and Steam Railroads.

(4) *Structural Inspection*—Rapid Transit Railroads, Street Surface Railroads, and Steam Railroads.

GRADE-CROSSING ELIMINATION:

General Remarks

During 1934, grade-crossing elimination has been actively going ahead. Construction of eliminations, comprising 123 grade crossings, has been progressed and 11 eliminations have been completed. Federal grants of 30% of the labor and material cost, to an estimated amount of \$1,554,500, have been obtained for five projects and construction begun on four of them with railroad company forces.

Final accountings determining allocation of cost were completed on two projects for the carrying of new streets across railroads. Semi-final accountings determining allocation of cost were completed on one change of an existing structure across a railroad and on two grade-crossing elimination projects.

Following is a tabulated summary in detail:

SUMMARY

(1) Construction work was under way on six (6) grade-crossing elimination projects, involving 123 grade crossings:

	No. of Crossings	Estimated Cost
Case No. 2911—West Side Improvement—N. Y. C. R. R.	93	\$30,700,000
Case No. 2795—Fort Wadsworth Elim.—S. I. R. T. Ry.	3	942,000
Case No. 2866—Port Richmond-Tower Hill Elim.—S. I. R. T. Ry...	8	1,724,000
Case No. 2866—Elm Park-Mariners Harbor Elim.—S. I. R. T. Ry...	12	1,824,000
Case No. 2977—Central Avenue (Glendale) Elim.—L. I. R. R....	1	415,000
Case No. 3149—Stapleton Elim.—S. I. R. T. Rwy.	6	1,524,000
	123	\$37,129,000

	No. of Crossings	Estimated Cost
(2) Construction work was completed on one (1) grade-crossing elimination project, involving 11 grade crossings:		
Case No. 2978—Grasmere-Dongan Hills Elim.—S. I. R. T. Ry.....	11	\$1,576,000
(3) Final accountings determining allocation of cost were completed on two (2) projects for the carrying of new streets across railroads:		
Case No. 2929—Bronx River Parkway Drive—N. Y. C. R. R.....	1	\$312,000
Case No. 2253—E. 238th Street—N. Y. C. R. R. & N. Y., N. H. & H. R. R.	1	1,097,000
	2	1,409,000
(4) Semi-final accountings determining allocation of cost were completed on one (1) project involving change of an existing structure under the Railroad Law, and two (2) grade-crossing elimination projects:		
Case No. 1929—E. 241st Street—N. Y. N. H. & H. R. R.....	2	\$843,000
Case No. 2928—Douglaston Elim.—L. I. R. R.	1	450,000
Case No. 2866—South Avenue Elim.—S. I. R. T. Rwy.....	1	419,000
	4	1,712,000
(5) Grants were approved by the Federal Emergency Administration of Public Works, for 30% of the cost of labor and material on five (5) grade-crossing elimination projects, involving 30 grade crossings, as follows:		

	No. of Crossings	Estimated Cost	30% Grant
Case No. 2795—Fort Wadsworth Elim.—S. I. R. T. Rwy.	3	\$942,000	\$211,100
Case No. 2866—Fort Richmond-Tower Hill Elim.—S. I. R. T.	8	1,724,000	460,000
Case No. 2866—Elm Park-Mariners Harbor Elim.—S. I. R. T.	12	1,824,000	444,000
Case No. 3028—W. 171st Street Elim.—N. Y. C. R. R.	1	235,000	54,000
Case No. 3149—Stapleton Elim.—S. I. R. T. Rwy.....	6	1,524,000	385,500
	30	\$6,249,000	\$1,554,600

ATLANTIC AVENUE ELIMINATION—L. I. R. R.

The elimination of the twenty grade crossings on the Atlantic Division was included in the Commission's 1928 program. A hearing was held on February 16, 1928, and was adjourned subject to call on the request of the City of New York, in order that plans and estimates of cost might be prepared for not only having grade crossings eliminated, but also to provide a boulevard on Atlantic Avenue to serve as an arterial highway connecting the Boroughs of Brooklyn and Queens.

On May 13, 1929, the Committee of the Whole of the Board of Estimate and Apportionment designated a committee consisting of the Mayor, the Comptroller, the President of the Board of Aldermen or their representatives, the Consulting Engineer of the Board of Estimate and Apportionment, the Consulting Engineers of the Boroughs of Brooklyn and Queens, representatives of the Transit Commission, the Long Island Railroad and the Board of Transportation, to prepare an enlarged plan in a manner similar to that successfully prepared in connection with the West Side Improvement of the New York Central Railroad. This plan is to show the depression of

the railroad and the proposed public improvements on Atlantic Avenue. The Committee met on June 21, 1929, and appointed an Engineering Sub-Committee to prepare such a plan with estimates of cost for presentation to the general committee. The Engineering Sub-Committee has continued its study, including the preparation of the plans and estimates of cost. The development of new factors with the consequent new problems required extended revisions of the plan and the estimates based thereon. The Enlarged Plan was completed by the Engineering Sub-Committee and submitted to the General Committee on March 7, 1932. The General Committee submitted its report dated April 13, 1932, to the Committee of the Whole of the Board of Estimate and Apportionment under date of April 20, 1932. The matter now rests in the hands of this Committee.

APPROPRIATIONS

RAILROAD LAW:

Under the provisions of the Railroad Law there has been appropriated	\$1,450,000.00
Under the provisions of Chapter 771, Laws of 1913, there has been provided from certain mortgage taxes, funds to date....	699,696.50
Total	\$2,149,696.50
Certificates and payments have been made on grade-crossing elimination projects and changes, against Railroad Law appropriations, amounting to	\$1,450,000.00
And from Chapter 771 Funds	394,505.04
Total	\$1,844,505.04
The Unexpended Balance is therefore.....	\$305,191.46
Final Orders have been issued against these funds, the State's share of which will be.....	\$36,000.00
Balance available for future orders.....	\$269,191.46

BOND ISSUE FUNDS:

Final orders have been issued on grade-crossing eliminations, on which the State's 49% share of the cost is estimated at.....	\$33,503,795.00
Of the Commission's 1928 program, on the Atlantic Avenue Improvement, not yet under order, the State's 49% share of the cost is estimated at	3,411,380.00
Of the Commission's 1931 program, in cases not yet ordered, the State's 49% share is estimated at.....	10,535,000.00
Total	\$47,450,175.00

All the railroad companies involved in grade-crossing elimination work are taking State aid. To cover the railroad companies' 50% share, it is estimated will require \$43,212,150.

By Chapters 779 and 517, Laws of 1926 and 1930, respectively, appropriations were made for grade-crossing eliminations in New York City, totalling \$76,000,000.

By Chapter 489 of the Laws of 1931, the total amount allocated to New York City out of the \$300,000,000 Bond Issue was limited to \$85,000,000, an amount \$9,000,000 greater than the \$76,000,000 already appropriated.

Following is given in detail the status of all the foregoing mentioned projects and, in addition, all of the projects that are pending.

(1) GRADE-CROSSING ELIMINATION PROJECTS UNDER CONSTRUCTION:

Case No. 2911—West Side Improvement—30th Street Branch—N. Y. C. R. R. The elimination of 93 grade crossings on the West Side of Manhattan, between the St. John's Park Terminal on the south to and including West 158th Street on the north. Final Order and Determination adopted February 20, 1929, amended June 21, 1929, June 18, 1930, July 23, 1930, May 14, 1931, September 16, 1931, April 12, 1934, and August 22, 1934.

The total estimated cost of this very extensive improvement amounts to approximately \$100,000,000, of which the State, the City, and the Railroad will participate in their respective proportions, as provided by law, to the extent of approximately \$31,000,000, the remainder being "Additions and Betterments" on account of railroad and City improvements, the respective costs of which are to be paid for entirely by the railroad company of the City. It is estimated that this whole improvement will be completed in about four years' time.

Actual construction work on this improvement began on December 21, 1929, involving the construction of final milk yard facilities in the 60th Street Yard, the award of the contract for which was authorized by the Commission on October 9, 1929.

During the year 1934 two contracts covering the demolition and removal of 71 buildings were awarded. Work on these contracts is about 90% completed. To date, 32 demolition contracts have been awarded and 30 contracts have been completed. These contracts cover the demolition and removal of 412 buildings at a total cost of

about \$450,000, totaling approximately 70% of the entire demolition work under this improvement.

The award of the contract covering the construction of the superstructure for the new St. John's Park freight terminal was approved by the Transit Commission on February 1, 1933. On March 1, 1933, the Transit Commission approved the award of a contract for furnishing and installing electric passenger and freight elevators and dumbwaiter in the new terminal building. On April 26, 1933, the Transit Commission also approved the award of a contract for furnishing and installing the heating, standpipe and ventilating systems and the award of a contract for furnishing and installing the complete electric wiring and equipment in the new freight terminal. Work under these contracts was begun on February 10, 1933, May 22, 1933, June 2, 1933, and May 5, 1933, respectively, and was completed on August 31, 1934, June 15, 1934, June 15, 1934, and June 27, 1934, respectively. The total estimated cost of all work in connection with these four contracts amounts to \$4,300,000, of which the elimination share is approximately \$2,600,000.

On June 28, 1934, the new three-story St. John's Park Freight Terminal and the new viaduct portion of the railroad which carries the line on a steel and concrete viaduct, with a minimum clearance of 14 feet over the streets from West 30th Street to the new St. John's Park Freight Terminal was dedicated with appropriate ceremonies. Permanent operation over the viaduct and into the new terminal began July 1, 1934.

In connection with the completion of the railroad viaduct, the Transit Commission, on April 19, 1933, approved plans and an estimate of cost covering track work construction, by railroad company forces, between the south side of Clarkson Street and the north side of West 30th Street, exclusive of side tracks between Horatio and Gansevoort Streets, and West 15th and West 17th Streets, and main line and side tracks in north half of block between West 13th Street and West 14th Street. The excluded portions either have been completed or will be constructed at the expense of private industries. The total estimated cost of this work amounts to \$279,000, of which approximately \$204,000 is chargeable to the elimination. This work is completed except for minor details.

A contract has been let for the construction of the railroad viaduct superstructure from the south line of Clarkson Street to the north line of West 18th Street (except the completed portions be-

tween Bank and Bethune Streets, Horatio and Gansevoort Streets and within the limits of the Cold Storage Warehouse on south side of West 14th Street). Included in this contract is the construction of side tracks to the plants of the National Biscuit Company and the Merchants Refrigerating Company. The award of this contract was approved by the Transit Commission on June 29, 1933. Work was begun on September 13, 1933, and was completed on December 18, 1934. The estimated cost of the work amounts to \$2,012,000, of which approximately \$1,328,000 is chargeable to the elimination.

On March 14, 1934, the Transit Commission approved the award of a contract for the construction of stairways to the viaduct superstructure, one at West 17th Street, another at Bank Street and a third at West 30th Street. Work on these stairways was commenced on March 22, 1934, and was completed on July 31, 1934. The total estimated cost of this work amounts to \$9,400, all of which is chargeable to the elimination.

The Transit Commission, on April 19, 1934, approved the award of a contract for the construction of chain link fences to enclose railroad property underneath and adjacent to the railroad viaduct structure between Clarkson and Horatio Streets, and at West 13th Street, West 30th Street, 10th Avenue and 11th Avenue, together with the removal of all rubbish in the enclosed areas. Work under this contract was begun on June 6, 1934, and completed on August 6, 1934. This completes the construction of all fences south of the 30th Street Yard. The total estimated cost of all this fence work amounts to \$13,800, of which approximately \$10,540 is chargeable to the elimination.

Included as a part of this project is the permanent removal of the railroad company's old tracks from the City's streets. The railroad company is now operating freight trains into the New St. John's Park Freight Terminal via the recently constructed viaduct portion of the railroad and has ceased operations at the Old Terminal. The Borough President of Manhattan proposes to repave, in the early part of 1935, the streets in which the railroad company's old unused tracks are located as far north as West 14th Street. It is planned to remove these old tracks, including the tracks in the Old St. John's Park Freight Station, in conjunction with this repaving work. On December 5, 1934, the Transit Commission approved an estimate of cost for this track removal work. The total estimated cost of the work, all of which will be performed by railroad company forces,

amounts to \$15,000, less an estimated salvage value of approximately \$10,700, making \$4,300 the total estimated net cost chargeable to the elimination.

On May 10, 1933, the Transit Commission approved a plan and an estimate of cost covering the installation of track work, by railroad company forces, on the completed "Loop Track" superstructure through the 30th Street Yard, including spur tracks to the United States Parcel Post Office. The total estimated cost of the work amounting to \$80,000 is entirely chargeable to the elimination. This work was completed on October 4, 1934.

Plans, specifications and estimates of cost in connection with two contracts covering the construction for the depressed tracks between the south line of West 42nd Street and the north line of West 53rd Street and from the south line of West 54th Street to the north line of West 64th Street, including the construction of bridges to carry the crosstown streets over the proposed depressed railroad tracks, were approved by the Transit Commission on October 17, 1934. Bids for these two contracts will be received early in 1935. The total estimated cost of this work amounts to \$2,936,000, of which approximately \$2,173,000 is chargeable to the elimination.

Relocation of City sewers between West 34th and West 59th Streets, adjacent to the "Cut" section, has been in progress during the year. Six contracts for the reconstruction of City sewers have been let to date. These contracts involve the construction in tunnel and open cut of storm and sanitary sewers with necessary manholes, catch basins and house service connections in West 34th Street at and west of 11th Avenue, between West 35th and West 55th Streets, along and west of 10th Avenue, in 11th Avenue from West 39th to West 41st Streets, in West 56th and West 58th Streets between 10th and 11th Avenues, at West 58th Street and 10th Avenue, and in West 59th Street west of 11th Avenue. The Transit Commission approved the awarding of three of these contracts in 1931, and the other three in 1932. Actual construction work on these six contracts was completed on March 29, 1934. The total estimated cost of these sewers amounts to \$2,155,000, of which approximately \$2,127,000 is chargeable to the elimination. Two more sewer contracts are yet to be awarded.

In connection with the proposed construction of the "Cut" section of this improvement, temporary and permanent changes in the Interborough Rapid Transit Company's duct lines in West 57th and West 58th Streets, east of Eleventh Avenue, are necessary. Plans

and estimate of cost for these duct line changes were approved by the Transit Commission on December 12, 1934. The work will be performed by the forces of the Interborough Rapid Transit Company. The total estimated cost amounts to \$103,500, of which approximately \$81,700 is chargeable to the elimination.

It is planned to construct a Pumping Station at West 59th Street and another at West 42nd Street in order to provide proper drainage of the "Cut" section between the railroad company's 30th Street and 60th Street Yards. Plans, specifications and estimates of cost covering the construction and equipment for these two Pumping Stations, together with necessary alterations to the Pump Room in Cell Wall "B" in the 60th Street Yard, were approved by the Transit Commission on December 19, 1934, and December 27, 1934, respectively. The total estimated cost of all this work amounts to \$119,300, of which approximately \$88,000 is chargeable to the elimination.

The total number of contracts either completed or in progress is 67. These contracts, together with related work by railroad forces, involve a total estimated cost of approximately \$19,600,000, of which about \$12,600,000 is chargeable to the elimination of grade crossings and approximately \$7,000,000 is chargeable to railroad or City betterments.

The total estimated cost of the grade-crossing elimination portion of this improvement amounts to approximately \$31,000,000, of which nearly one-half is either completed or under contract.

Case No. 2795—Fort Wadsworth Elimination—S. I. R. T. Rwy.—3 grade crossings on the South Beach Division of the Staten Island Rapid Transit Railway, at Fort Wadsworth. Estimated cost, \$942,000. Detail plans, estimate of cost, and specifications were approved during the year. A grant of 30% of the cost of labor and materials, amounting to \$211,100, was approved by the Federal Emergency Administration of Public Works on June 28, 1934.

The elimination will be accomplished by depressing the railway tracks from a point just north of Belair Road to a point north of Arrochar Station. A pedestrian subway will be provided at Belair Road, the grade crossing to be closed to vehicular traffic, which will be diverted to a new street to be provided west of the railroad, connecting Belair Road and Hope Avenue. Hope Avenue and Tompkins Avenue will be raised with approaches and carried over

the tracks on new steel and concrete bridges. Appropriate connections will be provided for intersecting streets within the limits of the approaches. A new street will be provided west of the railroad, leading from Tompkins Avenue to Garfield Avenue, and an overhead walkway provided connecting the south side of the passenger platforms at Fingerboard Road with Tompkins Avenue.

To permit the lowering of the tracks the existing highway bridge at Fingerboard Road will be removed and replaced with a new bridge. Street paving, sidewalks and curbing where disturbed will be replaced in kind and sewers and water lines will be relocated where necessary. New passenger facilities will be provided at Belair Road and Fingerboard Road, to replace those existing. Communication and signal lines, signals and other facilities will be relocated or reconstructed to fit the new elevation of the tracks.

Construction work on this improvement began on October 8, 1934, by the railroad company forces. Temporary crossovers and signal facilities were installed. It is expected that the general construction contract for this project will be awarded in the near future and construction thereunder begun early in 1935.

Case No. 2866—Port Richmond-Tower Hill Elimination—S. I. R. T. Rwy.—8 grade crossings on the North Shore Division of the Staten Island Rapid Transit Railway. Estimated cost, \$1,724,000. Estimate of cost and detail plans were approved during the year. A grant of 30% of the cost of labor and materials, amounting to \$460,000, was approved by the Federal Emergency Administration of Public Works on June 28, 1934.

This project involves the elimination of grade crossings at Richmond Terrace, Park Avenue, Richmond Avenue, Maple Avenue, Faber Street, Sharpe Avenue, Treadwell Avenue, and Nicholas Avenue. The elimination will be accomplished by the construction of a reinforced concrete viaduct extending from a point just west of Treadwell Avenue to a point about 800 feet east of Bodine Creek, having a length of approximately 4,000 feet, with earth embankment approaches at either end of the structure. Practically all of the proposed construction is located on the present right-of-way of the railroad.

A temporary single track detour will be provided between John Street and Treadwell Avenue on the south side of the railroad, over which single track operation will be maintained during the construction of the west railroad embankment approach section. A temporary single track detour will also be provided east of Richmond

Terrace, on the south side of the railroad connecting with an existing siding track, which will be standardized and electrified permitting the construction of the viaduct section east of Richmond Terrace, and also the east railroad embankment section. Between Richmond Terrace and the west end of the viaduct section the existing westbound track will be removed and two-way traffic routed over the eastbound track during the construction of the northerly half of the viaduct, upon the completion of which, trains will be routed over the viaduct, the eastbound track removed, and the south half of the viaduct constructed.

Steel and concrete bridges will be constructed at the above named streets and at Bodine Creek; the grades of several of the streets will be changed in order to provide proper underclearance. Street paving, sidewalks and curbs, where disturbed, will be replaced in kind; sewers and water lines will be relocated, where necessary. Between John Street and Nicholas Avenue, on the south side of the existing tracks, a team track and paved roadway will be provided which will replace the existing freight facilities on the north side of the railroad, between Richmond and Maple Avenues.

Passenger facilities, transmission lines, communication and signal lines, and other facilities will be rearranged to fit the new conditions.

Construction work on this project began on September 24, 1934, by the railroad company forces. The siding track at the West Brighton freight yard, to be used as a temporary operating track, was standardized; crossover at east end of the yard was installed; running rail was bonded and third rail installed on detour track No. 1; wires were changed on account of pole line change west of Nicholas Avenue, and a temporary trestle erected over Bodine Creek. Poles and wires were relocated at the east end of the project.

Case No. 2866—Elm Park-Mariners Harbor Elimination—S. I. R. T. Rwy.—12 crossings on the North Shore Division of the Staten Island Rapid Transit Railway Company at Elm Park and Mariners Harbor. Estimated cost, \$1,824,000. The estimate of cost was approved by the Commission on August 1, 1934. A number of property maps covering the acquisition of land and easements have been approved. A plan and specifications covering the removal of buildings necessary for the location of the temporary double track detour, to which train operation will be shifted while the new grade is being established, was approved on October 14, 1934, and it is expected that this contract will be awarded in the near future.

A grant of 30% of the cost of labor and materials amounting to \$444,000 was approved by the Federal Emergency Administration of Public Works on June 28, 1934.

This project involves the elimination of grade crossings at John Street, Douglas Street, Newark Avenue, Morningstar Road, Granite Avenue, Lake Avenue, Simonson Avenue, Van Name Avenue, Van Pelt Avenue, DeHart Avenue, Union Avenue and Harbor Road. Generally speaking, the elimination of the grade crossings will be accomplished by depressing the tracks of the railroad and raising the grades of the streets sufficiently to obtain the required underclearance. The grade crossings at Douglas Street and Newark Avenue will be closed and a marginal street constructed along the southerly side of the railroad, between Newark Avenue and Morningstar Road. Highway bridges of steel and concrete will be constructed at the various street crossings. Street paving, sidewalks and curbing, where disturbed, will be replaced in kind, and sewers and water lines will be relocated where necessary. New passenger facilities will be provided at Morningstar Road and Van Pelt Avenue, to replace the existing facilities. Communication and signal lines, signals and other facilities will be relocated or reconstructed to fit the new elevation of the tracks.

Railroad traffic during construction will be routed over a double-track detour from a point east of John Street to just east of the Arlington passenger station. Construction work on this project began on October 15, 1934, by the railroad company forces. A turnout was installed east of John Street for the temporary detour, excavation made for detour tracks east of John Street and crossovers installed east of the Arlington Station.

Case No. 2977—Central Avenue (Glendale) Elimination—L. I. R. R.—One crossing on the Montauk Division of the Long Island Railroad, at Glendale, Borough of Queens. Estimated cost, \$415,000.

General plan, detail plans, property maps, specifications and estimate of cost were approved during the year. The general contract was awarded to Foley Brothers, Inc., the low bidder, and approved by the Commission on May 23, 1934. Construction work on this project began on July 5, 1934, and has progressed continuously. Temporary detour tracks were installed just south of the railroad and the bridge site, over which trains were operated during the construction period. Vehicular traffic was detoured along 75th Street to 69th Road and Dry Harbor Road.

Central Avenue, 40 feet in width, with five-foot concrete sidewalks, was carried under the railroad tracks. High level marginal streets supported by concrete retaining walls on either side were constructed for the accommodation of local traffic. Stairways were provided at 70th Avenue and Cracow Court, leading down to the low level sidewalks of Central Avenue. A concrete and steel railroad bridge, with a minimum underclearance of 14 feet, was constructed spanning Central Avenue. A steel highway bridge with a 17-foot roadway and 5-foot sidewalk was erected adjacent to the north right-of-way line of the railroad, providing communication between the marginal streets north of the railroad. In order to provide sufficient width for the marginal streets, the existing southerly street line of Central Avenue was shifted to the south. Communication between 78th Street and Central Avenue was provided for pedestrians by means of a stairway located on the east side of 78th Street, leading down to a tunnel which connects with the north low level sidewalk. Changes were made in existing water mains and drainage facilities affected by the elimination. A pumping chamber will be provided in Cracow Court adjacent to the railroad, which will discharge drainage from the underpass into the relocated 84-inch sewer in Central Avenue.

All construction work, with the exception of paving and the installation of pumps, was completed by the end of 1934, and it is expected that the entire project will be finished during the early part of 1935.

*Case No. 3149—Stapleton Elimination—S. I. R. T. Rwy.—*6 grade crossings on the South Beach Division of the Staten Island Rapid Transit Railway, at Tompkinsville and Stapleton. Estimated cost, \$1,524,000. The Final Order and Determination was issued by the Commission on December 6, 1933.

The elimination will be accomplished by carrying Victory Boulevard over the railroad and by elevating the tracks through Stapleton. Railroad bridges of steel and concrete will be constructed at Wave, Prospect, Canal, Water and Thompson Streets, the railroad being elevated with practically no changes in the grades of these streets. The railroad tracks will be elevated on a reinforced concrete viaduct extending from a point north of Wave Street to a point south of Thompson Street, a distance of approximately 1,530 feet, with earth embankment approaches at either end.

A temporary double track detour will be constructed east of the

railroad. Temporary passenger facilities will be provided in the vicinity of Water Street. Transmission, communication and signal lines, signals and other facilities will be relocated or reconstructed to fit the new elevation of the tracks. Street paving, sidewalks and curb, where disturbed, will be replaced in kind, and sewers and water lines will be relocated as necessary.

New passenger facilities will be provided at Tompkinsville and also at Stapleton, between Prospect and Water Streets. At the south end of the project there will be a rearrangement of the shop yard tracks.

A grant of 30% of the cost of labor and materials, amounting to \$385,500, was approved by the Federal Emergency Administration of Public Works on June 28, 1934. The estimate of cost was approved by the Commission on August 1, 1934, and by the State Engineer, P. W. A., on September 12, 1934. Detail plans and specifications are practically completed and will be submitted to the Commission for approval shortly.

Construction work on this improvement began on November 5, 1934, by railroad company forces, who have been engaged in track work and in the relocation of communication and signal lines in connection with temporary operating track facilities.

(2) GRADE-CROSSING ELIMINATION PROJECT COMPLETED:

Case No. 2978—Grasmere-Dongan Hills Elimination—11 crossings on the Staten Island Railway in Grasmere and Dongan Hills, Borough of Richmond. Estimated cost, \$1,576,000. The Final Order and Determination of the Commission was issued on April 9, 1930, directing the elimination of the grade crossings by depression of the railroad through Grasmere and elevation through Dongan Hills. Detail and property plans were approved during 1932 and construction work by the railroad forces began during September, 1932. The general contract was awarded to Bates and Rogers Construction Company, the low bidder, and approved by the Commission on December 28, 1932. Construction work has been progressing ever since and the entire project, with the exception of the elimination of the Old Town Road grade crossing, has been completed.

For purposes of construction, the elimination project was divided into three sections—Section 1, Grasmere; Section 2, Dongan Hills; Section 3, Old Town Road. The general contract with the Bates and Rogers Construction Company covered Sections 1 and 2, and a

separate contract was let covering Section 3. This latter contract was awarded to the J. L. Boyle Engineering Contracting Company, whose proposal was approved by the Commission on November 8, 1933. Construction work on Sections 1 and 2 was accomplished by resorting to single track operation throughout these sections, while the permanent grade was being established. Sewer lines, water lines, railroad, telegraph and telephone, as well as high tension lines, were reconstructed. A highway bridge was constructed at Clove Road, the approaches graded and Clove Road was opened to traffic on November 17, 1933. In connection with the elimination, a new street, North Railroad Avenue, was constructed between Clove Road and Parkinson Avenue, parallelling the railroad on the north side. The grade crossings at Sheridan Avenue, Grasmere Avenue, Garretson Place, and Parkinson Avenue have been closed and the highway bridge at Fingerboard Road reconstructed.

Through the Dongan Hills section, a temporary detour track was constructed on North Railroad Avenue, to which train operation was transferred while the permanent track grade was being established. The abutments and bridge superstructures were constructed at the various street crossings and fill deposited for the railroad embankment. Drainage facilities were provided at the various street crossings, as well as along the railroad embankment. During the year 1934, construction work was mostly confined to the section through Dongan Hills. The southerly half of the embankment was constructed first, with a view to having single track operation on the high level over the westbound track. After the permanent station at Dongan Hills was sufficiently advanced, train operation over the westbound permanent track was begun on June 12, 1934. The temporary detour track throughout this section was then taken up, the northerly half of the embankment completed, and train operation over the permanent eastbound track started July 14, 1934.

Construction work on the permanent passenger stations at Grasmere and Dongan Hills also progressed during the year. A contract for this work was awarded to the Caye Construction Company, whose proposal was approved by the Transit Commission on February 23, 1933. The station work was performed in conjunction with the general contract and at such times as the general contract permitted the station work to progress. By the fall of 1934 both the Grasmere and Dongan Hills Stations were completed and opened to traffic.

The elimination of the grade crossing at Old Town Road, desig-

nated as Section 3 of the project, progressed during 1934 by the J. L. Boyle Engineering Contracting Company. This contract included all the grading and heavy construction work, as well as the construction of the Old Town Road Station. Temporary detour tracks were constructed on the westerly side of the right-of-way and the necessary relocation of high tension lines, telephone and telegraph lines have been made. The elimination of this crossing was accomplished by shifting the alignment of Old Town Road a short distance to the south and carrying the highway under the railroad, the grade of the railroad remaining unchanged. After train operation was transferred over the detour tracks, excavation was made for the new highway, the bridge abutments constructed and the railroad bridge completed. Work also progressed in the meantime on the permanent Old Town Road station and platforms. By the fall of 1934 the entire project was completed, train operation shifted over the permanent bridge and the highway traffic detoured over the new road. Although this work is entirely completed, certain small additional work is yet to be done, consisting of cleaning up and the construction of an additional exit from the eastbound platform.

(3) FINAL ACCOUNTINGS COMPLETED

Case No. 2929—Bronx River Parkway Drive across the Harlem Division of the New York Central Railroad. Estimated cost, \$312,000. On application by the City of New York, the Commission issued the Final Order and Determination on January 22, 1930, directing that the street be carried across the railroad underneath the tracks. Plans, specifications and estimate of cost were approved on December 23, 1930, and February 25, 1931. The general contract with Arthur McMullen Construction Company, low bidder, was approved on July 1, 1931. Construction work by the railroad forces began in 1931 and the contract work, as well as all railroad work, was completed during September, 1932, with the exception of paving and drainage of the underpass. The contract for this work was let by the Borough President of The Bronx and this part of the work was performed under his jurisdiction. The paving and drainage contract was performed during the spring and summer of 1933 and the underpass opened to traffic on August 14, 1933. The entire construction work was approved by the Commission on December 6, 1933. Final accounting determining the allocation of cost between the railroad company and the City progressed during 1934, a hearing was held on this final accounting on July 11, 1934,

and a Certificate of Performance of Work and Payment approved by the Commission on July 25, 1934.

Case No. 2253—East 238th Street across the tracks of the New York Central Railroad and the New York, New Haven and Hartford Railroad, Borough of The Bronx. Estimated cost, \$1,097,000. The Commission's original Order of February 1, 1918, was appealed by the railroad company and on April 7, 1925, the Commission made a new Final Order and Determination to conform with the Court's decision. The railroad company again appealed but the Courts sustained the Order. The Order directed that the street be carried across the railroad tracks by means of a highway bridge which made it necessary for the City to build a connecting viaduct. By agreement with the railroad, the City's Department of Plant and Structures constructed the entire viaduct, whereas the track changes, high tension changes, and changes to other railroad facilities were performed by the railroad companies involved. Construction work began during June, 1929, and was completed during 1931. The work was approved by the Commission on August 12, 1931. A semi-final accounting covering the expenditures of the New York Central Railroad Company and the City was completed and a Certificate of Performance of Work and Payment on this semi-final accounting was authorized by the Commission on June 28, 1933. The railroad companies objected to certain charges relating to the easterly approach of the viaduct and applied to the Commission for a rehearing on this accounting. The Commission, however, denied their application on August 9, 1933. The railroad companies thereupon took the matter to the Courts.

The final statement of expenditures of the New York, New Haven and Hartford Railroad Company was submitted on December 22, 1933, a hearing was held thereon under date of March 7, 1934, and a Certificate of Performance of Work and Payment was approved by the Commission on March 29, 1934.

(4) SEMI-FINAL ACCOUNTINGS COMPLETED:

These accountings are termed semi-final accountings for the reason that certain property awards have not as yet been paid by the City and the final accounting must await the payment by the City of these awards.

Case No. 1929—East 241st Street across the tracks of the New York Central Railroad and the New York, New Haven and Hart-

ford Railroad, Borough of The Bronx. Estimated cost, \$843,000. The Final Order and Determination directed that East 241st Street be carried over the railroads by means of a steel and concrete viaduct. The Final Order in this case was issued on August 3, 1915, but construction work was delayed for various causes, among others legal actions on the more or less related situation of carrying East 238th Street across the railroads. Construction work began in August, 1929, and the viaduct was opened to traffic on December 17, 1930. It was complete in every particular, except for the construction of two low level or wing streets on either side of the viaduct, at its easterly end, which were constructed during 1932. The entire project was approved by the Commission on October 19, 1932. A semi-final accounting covering the expenditures of the City and the New York Central Railroad Company was had during 1933 and a Certificate of Performance of Work and Payment was authorized by the Commission on September 20, 1933. This Certificate allocated all expenditures incurred by the City and the New York Central Railroad Company among the State, City and the two railroad companies, in accordance with Section 94 of the Railroad Law. The final statement of expenditures of the New York, New Haven and Hartford Railroad Company has also been submitted and a hearing on this accounting was held before the Commission on January 9, 1934, and a Certificate of Performance of Work and Payment approved on January 31, 1934.

Case No. 2928—Douglaston Elimination—L. I. R. R. One crossing on the North Side Division of the Long Island Railroad, at Douglaston, Borough of Queens. Estimated cost, \$450,000. The final Order and Determination of October 10, 1928, directed the elimination of this crossing by diverting the highway to the east to pass over the railroad tracks on a highway bridge. Construction began in October, 1929, and the Commission approved the completed work on June 18, 1930. A semi-final accounting covering all charges up to September 1, 1931, was had, a Certificate of Performance of Work and Payment having been issued by the Commission on October 7, 1931. A supplemental semi-final accounting covering all expenditures for property acquisitions between September 1, 1931, and December 1, 1933, was also had during 1933, and a Certificate of Performance of Work and Payment on the supplemental final accounting was adopted by the Commission on January 4, 1934.

Case No. 2866—South Avenue Elimination—S. I. R. T. Rwy.— One crossing on the North Shore Division of the Staten Island Rail-

way, at Arlington, Staten Island. Estimated cost, \$419,000. The Final Order of the Commission was issued on June 13, 1928, directing that the crossing be eliminated by carrying South Avenue over the railroad by means of a highway bridge. Construction work began during May, 1930, and was completed in November, 1932. The work was approved by the Commission on February 15, 1933. A semi-final accounting covering all expenditures to July 1, 1934, was completed; a hearing was held thereon on August 22, 1934; and a Certificate of Performance of Work and Payment approved on September 5, 1934.

(5) PROJECTS FOR WHICH FEDERAL GRANTS WERE OBTAINED:

Case No. 3028—West 171st Street Elimination—N. Y. C. R. R.—One grade crossing on the Main Line and Putnam Branch of the New York Central Railroad, Borough of The Bronx. Estimated cost, \$235,000. The railroad company requested that this crossing be considered for elimination and after hearings the Commission issued a Final Order and Determination on March 24, 1931, directing that the elimination be accomplished by carrying the street over the railroad by means of a highway bridge, without any change in the grade of the tracks. The general plan was approved on July 28, 1932. A grant of 30% of the cost of labor and materials, amounting to \$54,000 was approved by the Federal Emergency Administration of Public Works on June 28, 1934.

Plans, specifications, estimate of cost and property maps were approved by amended order of the Transit Commission dated September 12, 1934. The schedule of the prevailing wage rates for the various occupations to be used on this project was approved by the State Engineer of the Federal Emergency Administration of Public Works on December 20, 1934. Contract documents are now ready for advertisement except for several minor revisions of the specifications which will be approved in the early part of 1935.

The other four projects listed under this heading have been described above.

PROJECTS PENDING

In addition to the foregoing described projects, activity continued during the year on the following projects involving elimination of grade crossings, changes in existing structures, and carrying new streets across railroads.

GRADE-CROSSING ELIMINATIONS:

Case No. 2652—Jamaica Elimination—L. I. R. R.—5 grade crossings on the Main Line and 1 on the Montauk Division of the Long Island Railroad, Borough of Queens. Estimated total cost, \$5,897,000. Construction work began on this Improvement during October, 1929 and was completed in 1931. The work was approved by the Commission on July 23, 1931. The eliminations have been accomplished by elevation of the railroad tracks on an embankment between retaining walls. A semi-final accounting covering all construction charges was completed during 1933. A hearing was held on the semi-final accounting on February 23, 1933, and a Certificate of Performance of Work and Payment adopted on April 12, 1933. On June 14, 1933, a communication was received from the Board of Estimate and Apportionment transmitting a certified copy of a resolution adopted by it on May 26, 1933, accepting the determination of the Commission covering the work subsequent to January 1, 1926, and referring the determination covering work done prior to January 1, 1926, to Corporation Counsel for his opinion or such action as he may deem necessary to protect the City's interests. On June 22, 1934, a resolution was adopted by the Board of Estimate and Apportionment accepting the determination of the Transit Commission in the semi-final accounting and authorizing the Comptroller to pay the Long Island Railroad Company the amount certified by the Commission.

The properties needed for the elimination were acquired by the City in accordance with Section 92 of the Railroad Law. These properties were acquired by condemnation and awards have been made by the Court during 1933, amounting to \$421,223.40. The railroad company appealed from the determination of the Court regarding some of the property awards. With respect to the remainder, the Board of Estimate and Apportionment adopted a resolution on September 27, 1934, authorizing the Comptroller to issue tax notes in an amount not exceeding \$68,446.73, pursuant to Section 189 of the Greater New York Charter in proceedings of condemnation for acquisition of property in connection with the above elimination.

Cases Nos. 2724 and 2906—Springfield-St. Albans Elim.—8 grade crossings on the Springfield Branch, Montauk Division, Long Island Railroad. Estimated cost, \$1,895,000. The Commission directed these eliminations by two Orders issued October 8, 1924, and May

29, 1928, respectively. As these grade crossings are in close proximity to the Jamaica Elimination, railroad service would have been seriously interfered with, if both projects were done at the same time. Construction work on these eliminations was therefore delayed during the construction of the Jamaica Elimination. A revised general plan was approved by the Commission on January 29, 1930, and a number of detail plans have been submitted by the railroad company for approval, which were returned for correction. The plans contemplated in a general way the construction of retaining walls along both sides of the railroad, with embankment between the retaining walls.

At about this time a large elimination project was prosecuted at Valley Stream under Order of the Public Service Commission. This project was on the same branch of the railroad as the Springfield-St. Albans project and therefore the latter was necessarily delayed pending the completion of the Valley Stream work. After the completion of the Valley Stream elimination, the railroad company began actively the preparation of the plans, specifications and estimates of cost. In studying the elimination project, in the light of recent conditions, it appeared that it would be more economical to provide slopes of embankment rather than retaining walls. It appeared that the acquisition of properties along the railroad for side slopes would be less costly than the retaining wall construction. Accordingly, a new revised general plan was prepared and submitted to the Commission for approval. A hearing was held before the Commission on this plan and an Order adopted on June 6, 1934, approving the revised general plan. Detail plans, specifications and estimate of cost were submitted by the railroad company and approved by the Commission during 1934. A number of property plans have also been submitted by the railroad company and were approved by the Commission. The schedule of wage rates applicable to this elimination project has also been obtained by the State Industrial Commissioner and transmitted to the railroad company. The next step is the preparation of the remaining property maps and the sending out of invitations to the contractors for bids.

Case No. 2797—Bay Street Elimination—S. I. R. T. Rwy.—One grade crossing at Bay Street, Clifton, Staten Island. Estimated cost, \$1,192,000. Construction work began during May, 1930, and was completed in November, 1932. The elimination was accomplished by raising the tracks of the railway on earth embankment

and constructing a steel and concrete bridge spanning Bay Street, with a minimum under-clearance of 14 ft. A semi-final accounting covering all construction charges, as well as some property settlements, was had during 1933. A hearing was held on the semi-final accounting on June 21, 1933, and a Certificate of Performance of Work and Payment adopted on June 28, 1933. Further expenditures are being incurred in connection with property settlements and the final accounting is awaiting the completion of these settlements.

Case No. 2812—Tompkins Avenue Elimination—S. I. R. T. Rwy. One crossing at Tompkins Avenue, Clifton, on the Staten Island Railway. Estimated cost, \$397,000. Construction work began in October, 1929. The work was completed and approved on October 15, 1930. The elimination was accomplished by raising the street to pass over the railroad tracks. The hearing on the semi-final accounting was held in September, 1931, and closed. The Commission on September 30, 1931, issued a Certificate of Performance of Work and Payment. Payments for property taken are in process of settlement, after which final accounting will be had.

Case No. 2830—Ozone Park Elimination—L. I. R. R.—5 grade crossings on the Rockaway Beach Division of the Long Island Railroad. Estimated cost, \$2,189,000. Construction work began on this improvement during March, 1930, and was completed in November, 1931. The Commission approved the completed work on December 16, 1931. The eliminations have been accomplished by placing the railroad tracks on a concrete-masked viaduct. Semi-final accounting up to May 1, 1932, was had and the Commission on July 6, 1932, issued the Certificate of Performance of Work and Payment. Payments for property taken are in process of settlement, after which final accounting will be had.

Case No. 2886—Rockaway Park-Arverne Elimination—27 crossings between Rockaway Park and Arverne on the Rockaway Beach Branch and Far Rockaway Branch of the Long Island Railroad. Estimated cost, \$4,828,000. The Commission issued an Order directing the elimination of these grade crossings by elevation of the railroad tracks. The Commission directed a mandamus action to accelerate the work. The general plan was approved by the Commission on May 19, 1931. Detail plans were submitted for approval and a hearing having been held on December 11, 1931, to determine the additions and betterments to the railroad facilities shown on these plans, the Commission approved them on December 23, 1931. On

April 27, 1932, the Commission approved specifications, estimate of cost and additional detail plans, and on June 1, 1932, approved a revised detail plan of the Straiton Avenue Station. Subsequently, the Board of Transportation of the City of New York recommended to the Board of Estimate and Apportionment the adoption of the Rockaway Beach Division of the Long Island Railroad as a proposed rapid transit route to and in the Rockaway Peninsula. This route would include the portion of the railroad involved in this elimination project.

Case No. 2899—Corona Elimination—L. I. R. R.—4 grade crossings on the North Side Division of the Long Island Railroad, Corona, Borough of Queens. Estimated cost, \$1,149,000. Construction work was begun in April, 1930, and was completed during January, 1931. The eliminations were accomplished by an elevation of the railroad tracks on embankment between retaining walls. Report on the semi-final accounting to March 1, 1932, was submitted by the Chief Engineer to the Commission on June 8, 1932. Action on this accounting has been held in abeyance pending execution of an agreement between the City and the railroad company, covering modification of certain street lines made necessary by the construction of the eliminations.

Case No. 2979—Edgemere Elimination—L. I. R. R.—3 crossings on the Far Rockaway Branch of the Long Island Railroad, at Edgemere, Borough of Queens. Estimated cost, \$2,009,000. The Commission directed that the crossings be eliminated by an elevation of the railroad to cross over the streets on a viaduct to be so constructed as to permit of future intersecting streets being carried across the right-of-way. This construction would naturally follow closely the construction ordered in Case No. 2886, Rockaway Park-Arverne Elimination. The general plan was approved by the Commission on May 19, 1931. Subsequently, the Board of Transportation of the City of New York recommended to the Board of Estimate and Apportionment the adoption of the Rockaway Beach Division of the Long Island Railroad as a proposed rapid transit route. The proposed rapid transit route would include the Edgemere Elimination area.

Case No. 3014—Grant City-New Dorp Elimination—S. I. R. T. Rwy.—9 crossings on the Perth Amboy Division of the Staten Island Railway through Grant City and New Dorp. Estimated cost, \$2,271,000. Proceedings for this elimination project began during

the latter part of 1930 and numerous hearings were held before the Commission during 1930 and 1931. The hearings were protracted for the reason that no agreement could be reached as to the method of elimination which would be satisfactory to all interested parties. Because of this situation, no Final Order and Determination resulted from these hearings. In the meantime, the elimination of the grade crossings through Grasmere and Dongan Hills progressed and was rapidly approaching completion, making it advisable that progress be made in the elimination of the group next in order, south of Dongan Hills, namely, the Grant City and New Dorp group. Furthermore, the prospect of obtaining Federal aid in grade-crossing eliminations also made it desirable that these eliminations be not delayed any further. The case was re-opened and a hearing was held on November 23, 1933, and a Final Order and Determination issued on November 29, 1933. The Order directed that the eliminations be accomplished by elevating the railroad on retaining wall and embankment construction and the streets be carried under the railroad, with a minimum underclearance of 14 ft. A petition from some of the property owners in the elimination area, requesting a re-hearing in the matter, was granted by the Commission. Re-hearings were held on January 10, 1934, and March 6, 1934, and on the last date the re-hearing was adjourned subject to call.

Case No. 3021—Far Rockaway Elimination—L. I. R. R.—9 grade crossings on the Far Rockaway Branch, at Far Rockaway, Borough of Queens. Estimated cost, \$2,185,000. The Commission issued the Final Order and Determination directing the elimination of these crossings by elevation of the railroad tracks on a steel viaduct to pass over the streets at practically their present grades. On May 19, 1931, general plans for the elimination were approved. This construction would naturally follow closely the construction ordered in Case No. 2979—Edgemere Elimination. Subsequently, the Board of Transportation of the City of New York recommended to the Board of Estimate and Apportionment the adoption of the Far Rockaway branch of the Long Island Railroad as a proposed rapid transit route. The proposed rapid transit route would include the Far Rockaway Elimination area.

Case No. 3033—Aqueduct Elimination—L. I. R. R.—3 crossings on the Rockaway Beach Division at Aqueduct. Estimated cost, \$1,500,000. The Final Order and Determination of the Commission issued on April 22, 1931, directed that the eliminations be accom-

plished by elevating the railroad to pass over the streets, which are slightly depressed. The general plans for the eliminations are in course of preparation, but are awaiting arrangement of the street layout at Conduit Boulevard, acceptable to the Long Island State Parkway Commission and the Borough of Queens. Subsequently, the Board of Transportation of the City of New York recommended to the Board of Estimate and Apportionment the adoption of the Rockaway Beach Division of the Long Island Railroad as a proposed rapid transit route. The proposed rapid transit route would include the Aqueduct Elimination area.

Case No. 3034—Trotting Course Lane Elimination—L. I. R. R.—One crossing on the Rockaway Beach Division of the Long Island Railroad. Estimated cost, \$81,000. The Final Order of the Commission was issued on April 22, 1931, directing that the crossing be eliminated by carrying the highway over the railroad by means of a highway bridge. The easterly approach was located through Forest Park, in the vicinity of the parkways being constructed by the Long Island State Park Commission. One of these parkways, Interborough Parkway, is located in the immediate vicinity of the easterly approach and it appeared that if the Interborough Parkway project be constructed together with other City projects contemplated in this vicinity, there would be no need for the construction of the Trotting Course Lane viaduct. Under date of May 17, 1933, a communication was received from the Board of Estimate and Apportionment, transmitting certified copies of a resolution adopted by the Board on May 5, 1933, requesting the Commission to rescind its Final Order and Determination. A hearing was held on May 25, 1933, and on June 21, 1933, the Commission adopted an Order suspending the operation of the Final Order and Determination.

CHANGES IN EXISTING STRUCTURES:

Case No. 3023—West 184th Street (West Fordham Road) across the tracks of the New York Central Railroad. This proceeding instituted on petition made by the railroad company under Section 91 of the Railroad Law involves the reconstruction of a highway bridge to sustain present day loadings. Hearings were held and Final Order and Determination issued. The detail plans were approved on November 29, 1933. The preparation of the specifications and estimate of cost is next in order prior to the beginning of construction work.

Case No. 3190—Reconstruction of bridge carrying the New York, Westchester and Boston Railroad over Boston Post Road, Borough of The Bronx. A petition dated October 18, 1934, was received from the New York, Westchester and Boston Railway Company, requesting a determination, pursuant to Section 89 or 91 of the Railroad Law, as to the manner of altering the existing structure by which the New York, Westchester and Boston Railway crosses Boston Road in the Borough of The Bronx. The railway company was requested under date of October 29, 1934, to furnish the names of property owners adjoining the crossing, preparatory to the issuance of the hearing order.

NEW STREETS ACROSS RAILROADS:

Projects involving the carrying of new streets across railroads can be initiated only by the City of New York through action of the Board of Estimate and Apportionment. The City pays half of the cost of such work and the railroad or railroads the other half.

Early in 1932 the City Administration indicated that a survey of matters involving expenditures of City funds was being made to determine which projects, under the financial conditions then existing, might be postponed.

A list was sent to the City showing the cases pending before the Commission, involving expenditures by the City which have not reached the state of binding obligations, and stating that the Commission would be inclined to accept the City's judgment as to whether the work should proceed.

During the past two years the Commission has not been notified by the City that new streets across railroads should be progressed.

The status of proceedings in cases involving new streets is as follows:

Cases Nos. 2705 and 2791—202nd Street and 199th Street across the Main Line of the Long Island Railroad, Borough of Queens. This is an application by the City of New York for a determination as to the manner in which these streets shall cross the railroad. The Final Order and Determination made on September 26, 1928, directed that 202nd Street shall be carried across the railroad for its full width below the grade of the tracks and that 199th Street shall be carried across the railroad by means of an under-crossing for pedestrians only. Detail plans for the 199th Street under-crossing were approved on April 17, 1929; specifications and estimate of cost

on November 11, 1931. Detail plans for the 202nd Street under-crossing were approved on August 19, 1931.

Case No. 2763—51st Street across the tracks of the Bay Ridge Branch of the Long Island Railroad, Borough of Brooklyn. This is an application by the City for a determination as to the manner in which this street shall be carried across the railroad. The railroad company appealed to the Courts and the City's determination as to the necessity was reversed. Under dates of December 8, 1932, and July 11, 1933, Assistant Counsel of the Commission wrote to the Corporation Counsel of the City, asking advice as to what further steps would be taken by the City in this matter. By resolution adopted on September 25, 1933, the Board of Estimate and Apportionment referred this matter to the President of the Borough of Brooklyn. On the Board's Calendar for February 16, 1934 (Item No. 89), the Borough President reported on the matter and suggested that, in view of the present financial conditions, this matter be filed, which action was taken by the Board of Estimate and Apportionment on that date.

At its meeting on April 5, 1934, the Commission adopted a Discontinuance Order in this case.

Case No. 2790—Widening of Kings Highway across the tracks of the Bay Ridge Branch of the Long Island Railroad. Upon application by the City to determine the manner of carrying the widened portion of Kings Highway across the railroad, Final Order and Determination was issued on July 20, 1927, directing that the existing railroad bridge be reconstructed so as to provide for the full width of Kings Highway. The widening of Kings Highway by the City has not as yet come close enough to the railroad to require this reconstruction. However, the Commission took action to have plans for the work submitted for approval, which resulted in the approval of the general plan on November 11, 1931.

Case No. 2855—Avenue Z across the Brighton Beach Line, New York Rapid Transit Corporation. This is an application by the City for a determination. The railroad company appealed to the Courts from the City's determination as to the necessity, but the Court confirmed the City's determination and on November 9, 1932, hearings were instituted and closed on December 28, 1932. The Final Order and Determination was made January 4, 1933, directing construction of an under-crossing, at an estimated cost of \$100,000.

Case No. 1971—82nd Street and New Utrecht Avenue across the tracks of the Nassau Electric Railroad Company, Borough of

Queens. This is an application by the City for a determination as to the manner of carrying these streets across the railroad. The railroad is a street surface railroad and it was determined that the tracks should be carried across at grade. New Utrecht Avenue has been physically opened in accordance with the Order, but 82nd Street has not been opened. There has been no demand for the construction of the latter crossing since the Order was made.

Case No. 2865-A—Hammersley and Fenton Avenues across the New York, Westchester and Boston Railway, Borough of The Bronx. In 1927 the Board of Estimate and Apportionment adopted a resolution requesting the Commission to determine the manner of carrying these two streets across the railroad. After hearings held during 1927, the Commission dismissed the application on the ground that the City had failed to comply with the provisions of the Railroad Law necessary to give the Commission jurisdiction. After Court order, this application was renewed. Additional hearings were held beginning December 3, 1930, and the Commission made a Final Order and Determination on March 24, 1931, directing that the streets be carried over the railroad tracks. The railroad company appealed from the Commission's Order, but the Courts upheld the decision of the Commission.

Case No. 2950—13th Avenue across the Bay Ridge Branch of the Long Island Railroad and Sea Beach Line, New York Rapid Transit Corporation. An application by the City of New York of December 6, 1928, requested a determination as to the manner of crossing. The Final Order and Determination issued on May 9, 1929, directed that 13th Avenue be carried across the railroad over the tracks. The joint general plan was approved by the Commission on October 23, 1930. Joint detail plans were approved on April 14, 1931, and the agreement between the companies for construction of the joint bridge piers on October 14, 1931. Specifications and estimate of cost of the Long Island Railroad portion of the bridge were approved on November 11, 1931, and for the New York Rapid Transit portion on November 25, 1931.

Case No. 2981—Rockaway Parkway across the Bay Ridge Division of the Long Island Railroad, Borough of Brooklyn. This is an application by the City of New York of June 6, 1929, for a determination. The hearing was held on April 24, 1930, and the Final Order and Determination was made on April 30, 1930, directing that the street be carried across the railroad underneath the tracks. The general plan was approved on November 25, 1931.

Case No. 2983—Vulcan Street and Washington Avenue across the Southfield Beach Railroad, Borough of Richmond. This is an application by the City of New York, under Section 210 of the Railroad Law, for a determination as to the manner in which these streets shall be carried across the railroad. The hearing was held on January 30, 1930, and the Final Order and Determination made on February 19, 1930, directed that the streets be carried across the railroad tracks at grade, inasmuch as the Southfield Beach Railroad is considered a street surface railroad and not a steam surface railroad. The City of New York on May 15, 1931, amended the proceedings for acquiring the title to the streets by the City so as to exclude Washington Avenue. On October 16, 1931, the Board of Estimate and Apportionment approved the "Damage Map." Proceedings for acquiring title have not been completed and no regulating, grading or paving of Vulcan Street has been begun.

Case No. 2990—55th (Lewis) Avenue across the Main Line of the Long Island Railroad, Borough of Queens. This is an application of April 7, 1929, by the City of New York for a determination. The hearing was held on May 1, 1930, and the Final Order issued May 7, 1930, directing the construction of the street cross the railroad on an overhead highway bridge. On August 5, 1931, the general plan was approved. Under date of November 10, 1932, the Chief Engineer of the Commission addressed a letter to the Secretary of the Board of Estimate and Apportionment, stating that the Commission desires to be informed regarding the wishes of the Board as to the date for the commencement of construction of the footbridge. The Board of Estimate and Apportionment referred this matter to the Committee of the Whole and to the Comptroller on November 18, 1932. Since that time the matter has been laid over by the Committee of the Whole on various dates.

Case No. 2998—7th Avenue and 37th Street, Brooklyn, across the tracks of the South Brooklyn Railway Company, the New York Rapid Transit Corporation and the Nassau Electric Railroad Company. This is an application by the City of New York of February 7, 1930, for a determination. A hearing was held on April 24, 1930, and the Final Order and Determination issued on April 30, 1930, directing that the streets be carried over the railroads' right-of-way by an overhead bridge. Detail plans were approved on May 14, 1931. On August 17, 1934, the New York Rapid Transit Corporation submitted for approval proposed agreement covering the construction of the bridge, also tabulation of bids indicating that the Caye Construc-

tion Company is the low bidder. At its meeting of September 19, 1934, the Commission approved a form of letter to be sent to the Board of Estimate and Apportionment requesting advice whether it is the City's desire that work on this bridge should begin and whether in such case, the City is prepared to meet its 50% share of the expense. The Board of Estimate and Apportionment at its meeting of October 26, 1934 (Item No. 108), referred this matter to the Comptroller. The calendar of the Board of Estimate and Apportionment of December 21, 1934 (Item No. 24), contains the report of the Comptroller on this matter recommending that the Commission be advised that the City is prepared to meet its obligations for this project and desires its early inception. The New York Rapid Transit Corporation was also notified under date of September 19, 1934, that the estimate of cost must be submitted to the Commission for approval and approved before a contract can be let.

Case No. 3002—Eliot Avenue across the Montauk Division of the Long Island Railroad, Borough of Queens. This is an application by the City of New York of April 25, 1930, for a determination. A hearing was held on November 5, 1930, and the Final Order and Determination made on November 12, 1930, directing that the street be carried across the railroad by means of a highway bridge. The new street facilities, if constructed, would not be available for traffic until the connecting street, Eliot Avenue, is improved, widened, and made ready for use. The improving of Eliot Avenue has not been started.

Case No. 3037—Commonwealth Boulevard across the Creedmoor Branch of the Long Island Railroad, Borough of Queens. On February 6, 1931, the Board of Estimate and Apportionment adopted a resolution requesting the Commission to determine the manner of carrying this street at a width of 10 ft. across the railroad right-of-way. After hearings in the matter, the Commission on August 5, 1931, directed that the 10-ft. width of the street be carried across the railroad by means of an underground foot-passage subway, and on November 4, 1931, approved the general plan of construction.

APPROPRIATIONS

RAILROAD LAW

The appropriations made previous to 1926 for the City of New York by the Legislature for the elimination of grade crossings are as follows:

1910—Queens County	\$200,000.00
1910—Richmond County	50,000.00
1911—New York City	250,000.00
1915—New York City	200,000.00
1917—New York City	250,000.00
1923—New York City	500,000.00
	<hr/>
	\$1,450,000.00

In addition to the above, Chapter 771, Laws of 1913, provides that there shall be deposited with the City Chamberlain moneys received as mortgage recording tax upon certain mortgages made by the Interborough Rapid Transit Company and the New York Municipal Railway Corporation to be applied to cover the State's one-quarter share of the cost of the elimination of grade crossings in New York City, which totals.....

699,696.50

Total available for grade-crossing elimination..... \$2,149,696.50

Certificates and payments have been made on grade-crossing elimination projects against Railroad Law appropriations, as follows:

	Crossings	
Case No. 1270—Huguenot Elim., S. I. Ry.	1	\$18,070.71
Case No. 1272—Great Kills Elim., S. I. Ry.	1	25,313.71
Case No. 1266—Flushing Elim., L. I. R. R.	9	200,000.00
Case No. 1261—Bushwick Junction Elim., L. I. R. R.	2	120,821.70
Case No. 1672—Railroad Ave. Foot Subway, L. I. R. R. ....	..	2,067.52
Case No. 1262—Hollis Elim., L. I. R. R.	2	53,033.73
Cases Nos. 1756 & 1797—Pennsylvania Ave. Elim., S. I. R. T. Ry.	3	23,504.40
Case No. 2006—Gun Hill Road Bridge, N. Y. C. R. R., change in existing structure	1	5,836.62
Cases Nos. 1264 & 1380—Queens Elim., L. I. R. R.	5	527,910.97
Case No. 2946-A—Morris Ave. Bridge, N. Y. C. R. R., change in existing structure	1	38,676.32
Cases Nos. 1780 & 1811—Princess Bay-Pleasant Plains Elim., S. I. Ry.	6	239,410.81
Case No. 2711—Rockaway Boulevard Elim., L. I. R. R.	2	22,199.86
Case No. 2743—Moshulu Ave. Elim., N. Y. C. R. R.	1	19,233.48
Case No. 2703—Manhattanville Elim., N. Y. C. R. R., payment on account	9	148,246.77
Case No. 2130—Virginia Ave., S. I. R. T. Ry.	1	4,086.31
Case No. 2953—St. Johns Pl. & Montgomery St., N. Y. R. T. and }		
Case No. 2992—Sterling Pl., N. Y. R. T.	3	1,587.09
	47	\$1,450,000.00
Carried Forward		\$1,450,000.00

Certificates for payments have been sent to the City Chamberlain against funds provided by Chapter 771, Laws of 1913, as follows:

	Crossings	
Case No. 2725—Broadway. Elmhurst, Elim., L. I. R. R.	1	\$142,561.39
Case No. 1929—E. 241st Street, N. Y. C. R. R.	}	188,885.29
Case No. 1929—E. 241st Street, N. Y. N. H. & H. R. R.		3,369.87
Case No. 2822—Washington & Elton Aves., N. Y. C. R. R.	2	17,180.13
Case No. 2904—E. Tremont Ave., N. Y. C. R. R.	1	30,006.05
Case No. 2652—Jamaica Elim., L. I. R. R.	6	4,832.63
Case No. 3023—W. 184th Street, N. Y. C. R. R.	1	1,093.52
Case No. 2953—St. Johns Pl. & Montgomery St., N. Y. R. T. and }		
Case No. 2992—Sterling Place, N. Y. R. T.	3	4,796.12
Case No. 2703—Manhattanville Elim., N. Y. C. R. R.	9	1,780.04
	24	<hr/>
		\$394,505.04
Total expended		\$1,844,505.04

Unexpended balance of appropriations:

Chapter 771 funds (in the hands of the City Chamberlain)..... \$305,191.46

Certificate of payment is yet to be made on the following change of an existing structure (under Final Order):

	Cross- ing	Estimated State's 25% Share
Case No. 3023—W. 184th St., N. Y. C. R. R.....	1	\$36,000.00
Total		\$36,000.00
Balance available for future orders under Railroad Law.....		\$269,191.46

BOND ISSUE LAW

Final Orders have been issued on the following grade-crossing eliminations, the cost of which is chargeable against Bond Issue Funds:

	Crossings	Estimated Cost	Estimated State's 49% Share
Case No. 2652—Jamaica Elim.—L. I. R. R.	6	\$5,897,000	\$2,889,426
Case No. 2703—Manhattanville & Dyckman St. Elim.— N. Y. C. R. R.	10	3,283,000	1,608,676
Cases No. 2724 & 2906—Springfield-St. Albans Elim.— L. I. R. R.	8	1,895,000	928,550
Case No. 2795—Fort Wadsworth Elim.—S. I. R. T. Rwy.	3	942,000	* 358,141
Case No. 2797 Bay St. Elim.—S. I. R. T. Rwy.....	1	1,192,000	584,090
Case No. 2812—Tompkins Ave. Elim.—S. I. R. T. Rwy.	1	397,000	194,717
Case No. 2830—Ozone Park Elim.—L. I. R. R.....	5	2,189,000	1,072,815
Case No. 2837—Auburndale-Bayside Elim.—L. I. R. R...	2	782,000	383,287
Case No. 2866—Port Richmond-Tower Hill Elim.—S. I. R. T. Rwy.	8	1,724,000	* 619,360
Case No. 2866—Elm Park-Mariners Harbor Elim.—S. I. R. T. Rwy.	12	1,824,000	* 676,200
Case No. 2866—South Avenue Elim.—S. I. R. T. Rwy.	1	419,000	205,380
Case No. 2886—Rockaway Park-Arverne Elim.—L. I. R. R.	27	4,828,000	2,366,000
Case No. 2899—Corona Elim.—L. I. R. R.	4	1,149,000	562,882
Case No. 2911—West Side Improvement—N. Y. C. R. R.	93	30,700,000	15,052,800
Case No. 2928—Douglaston Elim.—L. I. R. R.....	1	450,000	220,500
Case No. 2977—Glendale Elim.—L. I. R. R.....	2	850,000	416,500
Case No. 2978—Grasmere-Dongan Hills Elim.—S. I. R. T. Rwy.....	11	1,577,000	772,534
Case No. 2979—Edgemere Elim.—L. I. R. R.	3	2,009,000	984,410
Case No. 3014—Grant City-New Dorp Elim.—S. I. R. T. Rwy.	9	2,271,000	1,112,790
Case No. 3021—Far Rockaway Elim.—L. I. R. R.....	9	2,185,000	1,070,650
Case No. 3028—W. 171st Street Elim.—N. Y. C. R. R.	1	241,000	* 91,532
Case No. 3033—Acqueduct Elim.—L. I. R. R.	3	1,500,000	735,000
Case No. 3034—Trotting Course Lane Elim.—L. I. R. R.	1	81,000	39,690
Case No. 3149—Stapleton Elim.—S. I. R. T. Rwy.	6	1,524,000	* 557,865
	227	\$69,909,000	\$33,503,795

COMMISSION'S 1928 ELIMINATION PROGRAM

Atlantic Avenue Improvement 20 \$6,962,000 \$3,411,380

COMMISSION'S 1931 ELIMINATION PROGRAM

Cases not yet under order 62 21,500,000 10,535,000

\$47,450,175

* Allowance made for Federal grant.

All of the railroad companies involved in grade-crossing elimination work are taking State aid and indicated that they will continue to do so.

There will be additional amounts required to finance the railroad companies' 50% share of the cost, as follows:

FOR NEW YORK CENTRAL RAILROAD COMPANY'S ELIMINATIONS

West Side Improvement	\$15,350,000	
West 171st Street.....	93,400	
	<hr/>	\$15,443,400

FOR LONG ISLAND RAILROAD COMPANY'S ELIMINATIONS

Atlantic Avenue Elimination	\$3,481,000	
Ozone Park Elimination	1,094,500	
Corona Elimination	574,500	
Glendale Elimination	425,000	
Rockaway Park-Arverne Elimination	2,414,000	
Edgemere Elimination	1,004,500	
Far Rockaway Elimination	1,092,500	
Springfield-St. Albans Elimination	947,500	
Aqueduct Elimination	750,000	
Trotting Course Lane Elimination	40,500	
1931 Elimination Program (remainder)	6,710,000	
	<hr/>	\$18,534,000

FOR STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY'S ELIMINATIONS

Bay Street Elimination	\$596,000	
Tompkins Avenue Elimination	198,500	
South Avenue Elimination	209,500	
Port Richmond-Tower Hill Elimination	632,000*	
Elm Park-Mariners Harbor Elimination	690,000*	
Fort Wadsworth Elimination	365,500*	
Stapleton Elimination	569,250*	
Grant City-New Dorp Elimination	1,135,500	
Grasmere-Dongan Hills Elimination	788,500	
1931 Elimination Program (remainder)	3,550,000	
	<hr/>	\$8,734,750
105th Street Elimination—N. Y. R. T. Corp.....		500,000
		<hr/>
		\$43,212,150

*Allowance made for Federal grant.

Certificates have been sent to the State Comptroller for payments on grade-crossing elimination projects up to and including December 31, 1934, payable out of bond issue funds, as follows:

Case No. 2652—Jamaica Elim.—L. I. R. R.	\$1,871,980.38
Case No. 2703—Manhattanville & Dyckman St. Elim.—N. Y. C. R. R. . .	1,608,676.12
Cases Nos. 2724 & 2906—Springfield-St. Albans Elim.—N. Y. C. R. R. . .	438.45
Case No. 2795—Fort Wadsworth Elim.—S. I. R. T. Rwy.	36,393.62
Case No. 2797—Bay Street Elim.—S. I. R. T. Rwy.	1,011,391.59
Case No. 2812—Tompkins Avenue Elim.—S. I. R. T. Rwy.	333,889.34
Case No. 2830—Ozone Park Elim.—L. I. R. R.	1,532,444.39
Case No. 2837—Auburndale-Bayside Elim.—L. I. R. R.	383,287.28
Case No. 2866—Port Richmond-Tower Hill Elim.—S. I. R. T. Rwy.	19,159.61
Case No. 2866—Elm Park-Mariners Harbor Elim.—S. I. R. T. Rwy.	895.49
Case No. 2866—South Avenue Elim.—S. I. R. T. Rwy.	328,278.77
Case No. 2886—Rockaway Park-Arverne Elim.—L. I. R. R.	2,789.64
Case No. 2899—Corona Elim.—L. I. R. R.	674,320.12
Case No. 2911—West Side Improvement—N. Y. C. R. R.	8,468,959.93
Case No. 2928—Douglaston Elim.—L. I. R. R.	228,722.97
Case No. 2977—Central Avenue (Glendale) Elim.—L. I. R. R.	189,370.22
Case No. 2978—Grasmere-Dongan Hills Elim.—S. I. R. T. Rwy.	955,876.26
Case No. 3028—West 171st St. Elim.—N. Y. C. R. R.	3,566.68
Case No. 3149—Stapleton Elim.—S. I. R. T. Rwy.	192.36

Total (which includes amounts reported in prior years)..... \$17,650,633.22

TRANSIT COMMISSION EXPENSES FOR SUPERVISION OF GRADE-CROSSING ELIMINATION WORK

By Chapter 341, Laws of 1930, Section 3 of the New York City Grade-Crossing Elimination Act (Chapter 677, Laws of 1928) was amended in part as follows:

“The cost of all such eliminations shall include expenses incurred by the Transit Commission in the supervision of the work during the construction period, in the appropriation of property and easement rights, in the settlement of all claims recognized by this Chapter and any additional expenses necessarily incurred during the performance of any of the duties required of the Transit Commission pursuant to this Chapter.”

During 1934 certificates have been sent to the State Comptroller for payment of Transit Commission expenses in the amount of \$27,540.43.

In addition to having in charge the grade-crossing elimination work, this Division makes inspections of the railroad structures and tracks and supervises and investigates all proposed changes and additions to existing rapid transit lines.

Dual Subway Operation:

Engineering investigations, reports, and studies are made of problems pertaining to additional construction, proposed changes, and maintenance, which arise in the operation of the present transit system by the Interborough Rapid Transit Company and the New York

Rapid Transit Corporation under their contracts with the City of New York. During 1934, expenditures amounting to \$237,869.72 for the Interborough Rapid Transit Company and \$36,955.46 for the New York Rapid Transit Corporation have been investigated and are further noted under structural inspection. This work is done in addition to the routine of track and structural inspection.

Track Inspection:

The Track Squad makes periodical inspections of track and appurtenances of the Dual Subway System, steam railroads and street railways under the jurisdiction of the Commission for the purpose of ascertaining their physical condition.

The field work consists of inspecting the physical condition of the ties, guard timbers, guard rails, splice bars, rails, ballast, and special work of the underground railroads and steam lines, and of rails, joints, special work, and pavement of the street railways.

At least four inspections were made on each line during the year. On some lines, where unusual conditions occurred, inspections were made more frequently. The results of these inspections were sent to the railroad companies and they were requested to make such improvements and repairs as affect the safety of operation of the equipment and the comfort of passengers.

Numerous conferences were held with officials of the various railroads with the purpose of stressing the importance of making prompt repairs.

The 2,083 single track railroad miles in the City of New York have been given careful inspection as follows:

Dual Subway System (including elevated lines), 636 single track miles.

Street Railways, 957 single track miles.

Steam Railroads, 490 single track miles.

The change for the year in the physical condition as to the tracks and appurtenances in the Dual Subway System, Street Railways and Steam Railroads is shown by the following comments:

INTERBOROUGH RAPID TRANSIT COMPANY

The inspection of the company's subway lines shows the tracks, in general, are in good condition. A large number of ties and rails have been renewed. Also, a large number of switch points, frogs and lead rails have been renewed at various points. On the elevated

railroads, a decided improvement is shown. Track gangs are continuously renewing rails, guard rails, ties, guard timbers and slatting. The joint bolting has been brought to a high standard of maintenance. Inside steel guard rails have been installed, replacing wooden inside guard timbers at points where renewals have been made. A number of frogs, switch points and lead rails have been renewed.

293,423 feet of rail have been replaced and 88,593 ties have been renewed on the lines of this railroad.

NEW YORK RAPID TRANSIT CORPORATION

The inspection of the company's subway lines shows that the tracks are in good condition.

A large number of ties and rails have been renewed. Also, a large number of switch points, frogs and lead rails have been renewed at various points.

On the elevated lines the efforts to bring the track to a higher standard of maintenance still continue. Track gangs are continuously renewing ties, slatting, guard timbers, guard rails and rails. A number of switch points, frogs and lead rails have been renewed.

48,010 linear feet of track have been replaced and 27,122 ties have been renewed on the lines of this company.

Substantial improvements have been made on the lines of street railway companies in addition to general track maintenance, as shown by the following statements:

Brooklyn and Queens Transit Corporation and South Brooklyn Railway Company—80,525 feet of single track reconstructed. 49 special portions replaced. 8 additional special portions installed.

New York Railways Corporation—9,638 feet of single track reconstructed. 31 special portions replaced. 6 special portions removed. 1 special portion relocated. 1 additional special portion installed.

Third Avenue Railway Company—1,674 feet of single track reconstructed, 6,239 feet of single track overhauled. Also, extensive repairs were made.

New York City Interborough Railway Company—11,605 feet of single track reconstructed. 1 special portion replaced. Also, extensive repairs were made.

Southern Boulevard Railroad Company—5,460 feet of single track reconstructed. Also, extensive repairs were made.

Union Railway Company—16,753 feet of single track reconstructed. Also, extensive repairs were made.

42nd Street, Manhattanville and St. Nicholas Avenue Railroad Company—170 feet of single track reconstructed. 4 special portions replaced. Also, extensive repairs were made.

Steinway Railway Company—1,041 feet of single track reconstructed. Also, extensive repairs were made.

New York and Queens Transit Corporation—3,920 feet of single track reconstructed, 5,000 feet of single track overhauled. Also, extensive repairs were made.

The tracks of the following street railways have been repaired in considerable amount and are in general fair condition:

Bush Terminal Railroad Company, Westchester Electric Railroad Company, Manhattan and Queens Traction Corporation, 8th and 9th Avenues Railway Company.

Inspections of the steam railroads in the City of New York have shown as follows:

Long Island Railroad Company—Extensive tie renewals have been made. Large sections of tracks have been retamped. On the Atlantic Division, 6,990 feet of 100-lb. rail were replaced. The tracks of the Company are in general good condition.

New York Connecting Railroad Company—29,716 ties have been renewed. The tracks are in good condition.

New York, New Haven and Hartford Railroad Company, Pennsylvania Tunnel and Terminal Railroad Company, New York, Westchester and Boston Railroad Company, Hudson and Manhattan Railroad Company, Staten Island Rapid Transit Railway Company, New York Central Railroad Company:

The tracks of the foregoing six railroads have received constant attention and have been maintained in general good condition.

The Track Inspection Squad reports on all accidents or interruptions to service in which defective track conditions are present, making recommendations to prevent recurrence, and has investigated and satisfied 103 complaints during the current year.

Car operation has been discontinued on the lines of the following companies this year:

Richmond Railways Incorporated—33 miles of single track.

Southfield Beach Railroad Company—3 miles of single track.

Structural Inspection:

Work done by the Structure Squad during the past year included the following:

Four inspections were made of the structures, excepting track and track appurtenances, of all elevated lines, subway lines and steam railroad lines, within City limits, for the purpose of ascertaining the physical condition of the structures. Any conditions found, believed to affect the safety of operation or comfort of the travelling public, were taken up with the operating companies for correction.

Construction work was inspected in the field on the following projects:

Alterations to subway structure at Chambers Street Station, Centre Street Loop, to permit construction of new Federal Court House.

Construction of Woodhaven Sub-Station on Jamaica Line structure.

Construction of new stairways at 102nd Street Station, Jamaica Line, at Hewes Street Station, Broadway Elevated Line, and at Times Square, Broadway-59th Street Line.

All the above on New York Rapid Transit Corporation lines, and on Interborough Rapid Transit lines the following:

Construction of Grand Central Parkway crossing under I. R. T. structure.

Construction of a duct line at Duane Street.

Construction of platform extensions at stations on the Lenox-White Plains Road Line.

A survey was made of all the approach warning signs at steam railroad grade crossings within City limits. Lists of signs found damaged or missing were forwarded to the respective Borough Presidents, with the request that the signs found damaged or missing be repaired or replaced.

All emergency exits in the subways or tunnels were inspected once a month and any conditions found affecting operation were taken up with the operating companies for correction.

Agreements for alterations to structure, such as stair alterations, divisions of maintenance, passing of service mains, gas, electric and water, through subway structures, alterations to sidewalk ventilating gratings, etc., attachments to elevated railroad structures, etc., were examined and passed upon, from a civil engineering standpoint.

Applications by the Companies for approval of leases, sale of property, purchase of insurance, etc., were reported on.

403 route miles of railroad structure were inspected four times during the year, making a total of 1,612 miles of such inspections. 524 rapid transit railroad stations were inspected twelve times during the year, totaling 6,288 such inspections. 400 approach warning signs were inspected once during the year, or 400 such inspections. 291 emergency exits were inspected twelve times during the year, making a total of 3,492 such inspections.

SERVICE BUREAU

The Service Bureau supervises the operation of service on rapid transit, street surface, bus and steam railroad lines under the general supervision of the Chief Engineer, and does such work in connection with the operation of lines under the supervision of the Commission as the name implies.

The Service Bureau has charge of all matters directly relating to changes, improvements and other alterations in service as operated by the several companies, and in respect to certain of their facilities. It handles all correspondence relative to service and transportation facilities with both the public and the railroad companies. It checks all schedules filed by the operating companies to determine whether they conform with the rules and regulations of the Commission, and whether they provide a reasonable and adequate service.

During the year the Commission received 1,162 complaints—464 more than in 1933—and a total of 1,330 complaints were closed. These figures include 28 complaints not disposed of in 1933, and 186 reopened complaints. At the end of 1934, the Commission had 92 complaints which were not finally disposed of.

The service improvements affected during the year were as follows:

INTERBOROUGH RAPID TRANSIT COMPANY

During the first six months of 1934, Interborough Subway traffic continued to decline, but the loss, amounting to 2,200,000, was considerably less than in other years since 1930. The figures for December, 1934, are not yet available, but for the five months, from July to November, inclusive, the loss in revenue compared with the same five months of 1933 was 1,529,424 fares. The total subway traffic for the eleven months in 1934 was 736,536,558. For the same period in 1933, the number of fares was 740,262,434. This amounts to a decrease of 3,725,876, or one-half of one per cent.

By speeding up shop releases, together with a more intensive use of the equipment and a redistribution of cars, we have been able to effect improvements in the subway service which otherwise the lack of equipment and the financial inability of the company to procure additional cars would have made impossible.

The most important changes in schedule occurred on the Pelham Bay Park Line and on the White Plains Avenue Line, where substantial increases in the through service resulted in improvements in loading conditions.

Additional service was also provided in non-rush hours on the Flushing Line in Queens and on the Eastern Parkway and Nostrand Avenue Branches in Brooklyn.

Among the important station improvements were the lengthening of platforms at southbound stations from 177th Street to Jackson Avenue, inclusive, on the Westchester Avenue Branch of the Broadway-7th Avenue Line.

Automatic coin release passimeters were also installed at numerous stations where formerly the sale of tickets prevailed. Additional turnstiles were also installed at various stations. For the better regulation of traffic, additional platformmen were assigned at important stations.

Interborough elevated lines also gave indication that traffic losses so prevalent during the last five years and even longer have about run their course. For the first six months of 1934, compared with a similar period in 1933, the passenger losses approximated 9,500,000 or about eight per cent. But from July to November, inclusive, 1934, compared with the same five months in 1933, the loss was less than 2,500,000, or about 2.6 per cent.

For the first eleven months in 1934, elevated traffic dropped 5.6 per cent, compared with the same months in 1933. Compared with 1932, however, the 1933 loss for the same period was 14.8 per cent.

In spite of declining traffic, we were able to effect improvements in service in several localities. Of particular importance was the extension of through service on the Webster Avenue Extension of the Third Avenue Elevated Line.

As a means of offsetting the competition growing out of the bus operation through Second Avenue, a rearrangement of the Second Avenue Elevated schedule gave a more attractive service by reducing the interval between trains from six to four minutes from 6 a.m. to 6 p.m. The carrying capacity remained the same in non-rush hours, but was substantially increased in rush hours.

At the same time, the Willets Point trains operating over the Second Avenue Elevated route to City Hall and South Ferry were diverted to the express track from 57th Street to Chatham Square. For those who could take advantage of it, the express service shortened the running time between those two points by about five minutes.

Throughout the year, the Service Bureau has maintained a general supervision over the group of engineers, recruited under the TERA, and assigned to the Commission's Project, known officially as 107-J-State 89-Aa-137. A special report covering the activities of these men is included in this report.

INTERBOROUGH RAPID TRANSIT COMPANY**Lexington-4th Avenue Line****Service Improvements**

White Plains Avenue—Additional service was provided between E. 180th Street and 241st Street as follows:

Three additional trains from 241st Street; four additional trains from Gun Hill Road in a.m. rush hours.

Six additional trains to 241st Street; five additional trains to Gun Hill Road in p.m. rush hours.

Pelham Bay Park—New schedule provided additional service as follows:

Five additional trains out of Pelham Bay; three additional trains out of Hunts Point in a.m. rush hours.

Nine additional trains to Pelham Bay Park in p.m. rush hours.

The rearrangement of the schedule eliminated the turning of trains at 138th Street and Third Avenue Station during both morning and evening rush hours.

Station Facilities

Six additional platformmen were assigned to the 125th Street Station and two to the Grand Central Station during morning rush hours.

Atlantic Avenue Station—New directional signs set up on island platform indicating the time of day when Jerome Avenue trains are scheduled to leave.

167th Street-Jerome Avenue Station—Platformmen increased from two to five during morning rush hours.

Broadway-7th Avenue Line**Service Improvements**

One express transferred from New Lots to Flatbush Avenue to equalize loading conditions between 8 and 8:30 a.m.

Interval out of New Lots shortened from six to five minutes between 9:44 and 10:44 a.m. Similar change made in service arriving at New Lots between 2:43 and 3:43 p.m.

One extra five-car train out of Flatbush Avenue between 8:20 and 8:35 a.m.

Station Facilities

Platforms at southbound stations on Westchester Avenue Line between 177th Street and Jackson Avenue, inclusive, lengthened to

accommodate ten-car trains. These extensions enabled the use of doors on all cars of ten-car trains. Formerly, the first three cars of the train stopped beyond the station platform, restricting loading and unloading movements to the last six cars and an emergency opening of the center door of the fourth car of the train.

Queensboro Subway

Flushing Branch—Midday service increased by lengthening trains from eight to ten cars leaving Main Street from 10:32 a.m. to 1:32 p.m.

Second Avenue "L"

New Local schedule brought about the following improvements: 6 a.m. to 6 p.m., interval between trains operating between 129th Street, South Ferry and City Hall reduced from six to four minutes. In rush hours the trains were shortened from five to four cars, but there was a net gain of 20 cars in morning and evening rush hours (40 cars in all).

In the midday, trains were shortened from three to two cars. In this period, the total number of cars remained the same, the improvement being in the more frequent service.

Willetts Point trains diverted to the express track on Second Avenue from 57th Street to Chatham Square, southbound, out of Willetts Point from 7:01 to 11:54 a.m. and northbound from City Hall or South Ferry from 12:43 to 6:30 p.m.

Besides giving Queensboro traffic more rapid transportation to points in lower Manhattan, the new arrangement provided Second Avenue passengers with a midday express service as far north as 57th Street, where heretofore, only local trains were operated. The express service cut the running time five minutes between 57th Street and the southerly terminal.

Saturday elevated service out of Willetts Point between 6:45 and 7 a.m.—two trains increased from three to five cars. Three trains leaving Willetts Point between 7:53 and 8:45 a.m. increased from five to seven cars, thus providing seven-car service exclusively between 7:53 and 8:45 a.m. Seven trains in all.

One additional seven-car train out of Willetts Point between 7:35 and 8:05 a.m. daily, reducing the interval from six to five minutes. The make-up of two trains increased from five to seven cars, leaving Willetts Point at 2:09 and 2:24 p.m., respectively.

One additional seven-car train in the Willetts Point service scheduled to leave South Ferry between 4:53 and 5:23 p.m., reducing the interval from six to five minutes.

Third Avenue Elevated Line

Service

Webster Avenue Shuttles—Lengthened from two to three cars and from three to four cars between 1 and 6 p.m. daily.

Time of through service out of 241st Street and White Plains Avenue extended from 8:54 to 9:42 a.m. and in the evening arriving at 241st Street, through service begins at 5 p.m. instead of 5:46 p.m.

New Third Avenue express schedule substituting seven-car trains for six-car trains formerly operated on twenty-four trips from northerly terminals. Incidental to this change, two seven-car expresses were withdrawn, leaving a net gain of ten cars in a.m. rush hours. Similar changes in the evening rush hour schedule resulted in a net gain of two cars.

Through service on the Webster Avenue Line increased by three trains as follows: One train added at the close of the a.m. rush hours. One train added at the beginning and the close of the evening rush hours.

Sixth Avenue "L"

Service

Make-up of local trains—Saturdays—Increased from four to five cars from 12:49 to 6:45 p.m. leaving South Ferry.

Saturday express trains increased from five to seven cars, leaving Rector Street from 4:21 to 6:13 p.m.

Special Saturday schedule increased the length of trains from four to seven cars, leaving 155th Street between 11 a.m. and 11:59 a.m. Between 11:59 a.m. and 5:59 p.m. local trains out of 155th Street were lengthened from five to seven cars. (These are special additions to the service which continued only during the Christmas holidays.)

Daily special schedule—locals—Out of 155th Street increased from four to five cars from 9:04 a.m. to 2:04 p.m. and again from 6:02 p.m. to 8:02 p.m. (This additional service was withdrawn after the Christmas holidays.)

GENERAL

The Commission approved the company's application for redistribution of turnstiles, including installation of thirty machines at twelve subway stations, and replacing chopping boxes for the collection of tickets.

New York Rapid Transit Corporation

For the first eleven months in 1934 the revenue passengers on the New York Rapid Transit Corporation's lines amounted to 552,485,390, as compared with 550,694,297 of the corresponding period in 1933. This is an increase of .003 per cent in traffic.

The Commission held hearings in Case No. 3049 with reference to the adequacy of the service operated on the lines of this company during March and April. As a result of these hearings and several conferences, 2,700 car miles per day were added to the non-rush hour service. Following further conferences in connection with this case during the latter part of the year, another 2,500 car miles per day were added in the month of December.

This company, with the approval of the Commission, has been experimenting with two multi-section cars—one made of stainless steel and one of aluminum. The principal advantage of this type of equipment is that it weighs considerably less than the standard type now in use with the result of a saving in power consumed of about 30 to 35 per cent under equal conditions. This new equipment has the same strength as the present standard type, but it accelerates and decelerates very much quicker. The experiments with these units are continuing.

The company has submitted plans, in compliance with the Commission's Order, for twenty-five multi-section units. The Commission's order was for eighty standard steel cars or their equivalent. Eighty standard steel cars should have a seating capacity of approximately 6,400. The twenty-five multi-section units would have a seating capacity of approximately 5,000 seats. It is claimed by the company, however, that this amount of new type equipment would give the same results owing to its greater speed and efficiency in operation.

That part of the Commission's Order requiring additional power facilities is being complied with in that a new mercury arc rectifier is in the course of construction in the vicinity of Jamaica Avenue and 78th Street.

The specific improvements in the New York Rapid Transit Corporation's service that have been made on various lines during the year are as follows:

Sea Beach Line

An increase of four trains on Saturday mornings between 9 and 11 a.m.

Twelve trains were increased from 6 to 8 cars each between 12:30 and 3 p.m. on Saturdays.

Six-car trains were increased to 8-car trains for five intervals earlier prior to the p.m. rush and for six intervals longer after the p.m. rush.

West End Line

Fourteen trains increased from 6 to 7 cars between 9:24 and 10:55 a.m. on Saturdays.

Thirteen trains increased from 6 to 7 cars between 12:30 and 3 p.m. on Saturdays.

All trains operated through to Coney Island, making a 7½ minute interval instead of a 15 minute interval operated from the West End terminal on Sunday afternoons.

Additional service reducing the interval from 14 to 10 minutes at 3:50 p.m. on weekdays.

Nine 6-car trains increased to 7-car trains prior to the p.m. rush and four 6-car trains increased to 7-car trains after the p.m. rush.

An increase of 9 cars between 12:30 and 1 a.m.

Brighton Beach Line

An increase of four cars in the Sunday morning service between 12:04 and 1:04 a.m.

Three 6-car trains increased to 8-car trains leaving Brighton Beach between 3 and 3:30 p.m.

Four express trains increased from 6 to 8 cars between 4:30 and 5 p.m.

Five express trains increased from 6 to 8 cars between 9:30 and 10:30 a.m.

Five trains increased from 6 to 8 cars after the a.m. rush hours and five 6-car trains increased to 8-car trains after p.m. rush hours; four 6-car trains increased to 7-car trains between 4:30 and 5 p.m. eastbound; five 4-car trains increased to 6-car trains between 11:30

p.m. and 12:30 a.m. eastbound; and four 3-car trains increased to 4-car trains between 12:30 and 1 a.m. eastbound.

Two additional 6-car express trains installed to operate via the Nassau Street Loop during the a.m. rush hours.

Fourth Avenue Line

Inauguration of two additional 6-car express trains leaving 95th Street Station and operating via the Nassau Street Loop between 8 and 8:30 a.m.; one 3-car train increased to six cars between 7:30 and 8 a.m. eastbound.

Four 4-car trains increased to 6-car trains between 9:46 and 10:12 a.m. westbound.

The service to Queens Plaza on Saturday afternoons has been increased from 4 to 6-car trains between 4 and 7 p.m.

Four trains increased from 3 to 4 cars prior to the p.m. rush hours.

Culver-Nassau Line

Four trains were increased from 3 to 4 cars between 9:30 and 10 a.m. westbound at the Fort Hamilton Parkway Station.

Two additional trains were added to the service on this line eastbound arriving at Coney Island between 9 and 9:30 a.m.

18th Avenue Station was made a stop for the express trains eastbound in the morning rush hours and westbound in the p.m. rush hours.

14th Street-Canarsie Line

Two 6-car trains increased to 7 cars immediately before the evening rush hours.

The Saturday service between 7:30 a.m. and 6:30 p.m. was increased from 6 to 7-car trains.

Broadway-Jamaica Line

Four trains eastbound past the Alabama Avenue Station between 3 and 4 p.m. were increased from 6 to 7 cars.

One additional car was added to the eastbound service past Essex Street Station between 2:30 and 3:30 p.m.; 6 additional cars between 10 and 10:30 p.m.; and one additional 6-car train between 12 and 12:30 a.m.

The eastbound service was increased from 6 to 7-car trains between 4 and 4:30 p.m.

Two 6-car trains were increased to 7 cars before the evening rush hour and two after the evening rush hour.

Three additional 6-car trains were increased to 7-car trains immediately after the morning rush hour on Saturdays.

Broadway-Short-Line

Three additional cars were operated eastbound at the Essex Street Station between 7 and 7:30 p.m.

Three-car trains increased to 4-car trains westbound past the Marcy Avenue Station westbound between 9 and 11 a.m.

Six car trains were operated three intervals earlier prior to the evening rush hour.

Myrtle Avenue Line

Two 4-car trains were increased to two 6-car trains eastbound past the Washington Avenue Station between 2:30 and 3 p.m.

Two additional cars were operated eastbound past the Washington Avenue Station between 3:30 and 4 p.m.

Two 3-car trains were increased to two 4-car trains between 9:30 and 10 a.m. westbound past the Washington Avenue Station.

Lexington Avenue Line

Seven trains were extended from 111th Street to 168th Street during the p.m. rush hours.

Flushing-Astoria Line

Two 3-car trains increased to two 4-car trains between 9 and 10:30 p.m.

MISCELLANEOUS

Long Island Railroad Company

The principal improvements in the service on the Long Island Railroad which became effective during the year were:

Three additional trains which were put into service on the schedule which became effective on June 24th; additional train stops at eleven stations; additional cars added to twenty-three trains; and the snow fighting program and the additional snow fighting equipment.

The latter is probably the most outstanding improvement. As a result of severe snow storms on February 19th and 26th, which re-

sulted in the disruption of the service, this Commission directed the company to make certain betterments and additions in the facilities and snow fighting equipment. The Chief Engineer of this Commission submitted recommendations for the necessary improvements in the assembling of this equipment.

These recommendations were accepted by the company, who accordingly submitted a snow fighting program which they agreed to have ready for the winter of 1934-35.

The equipment and facilities provided are as follows:

At Pennsylvania Station an up-to-date information bureau has been set up. In connection with this, in the Long Island waiting room a large bulletin board has been erected where a man is in attendance with a telephone to mark down any delays or changes in service when they occur.

At the company's office in Jamaica an emergency information bureau has been established and in normal operation consists of a skeleton force which can be increased according to the seriousness of the delays. This bureau transmits information to all information desks, station-masters and station agents in the vicinity subject to the delay. Chief points have been established throughout this system to which this information is transmitted and then relayed to the stations in their particular vicinity. In the waiting room at Jamaica a bulletin board showing delays has been erected.

At Flatbush Avenue Terminal the station-master's office has been removed to the lower level so as to be in contact with the operation. A bulletin board has also been erected on the lower level at this station.

The snow program provides for the operation of patrol trains during snow storms. Salt has been provided at every railroad crossing for use by the crossing watchman during snow or sleet storms in order to keep the snow and ice from packing in the flange ways which might cause a derailment. Salt, brooms and shovels have been provided at the various stations.

The snow fighting equipment consists of the following:

Eight chloride cars—three old ones which have been rebuilt, and five new ones. The old ones have a thirty hour capacity before refilling, and the new ones a seventy hour capacity.

Eight new flanger cars with two converging blades which are air operated and which have been equipped with fixed rattan brushes at the truck corners.

One Russell plow which has been repaired, one rotary plow which has been rebuilt, four nose plows which are to be attached to steam

engines and which are now in the machine shop at Morris Park and so placed under the travelling crane that they can be added to four of fifteen assigned engines within an hour.

Thirteen switch blowing engines which have the blowing equipment installed in front of the first pair of driving wheels and is left on all winter.

Four sets of snow blowing equipment to be attached to steam engines. These are rear end blowing equipment and are left on the racks in the shop to be attached to any four of the fifteen assigned engines. It takes about fifteen minutes to install them. All of the blower equipment is operated under approximately 200 pounds steam pressure.

Two Rea plows have also been provided which were not included in the original program.

The company has provided telephone service by the local telephone company at all electrical sub-stations and at twenty passenger stations—fifteen of which are within the City of New York—in addition to those already equipped. This is to provide an emergency system in case of failure of their own telephone system.

Canvas covers have been provided over all switch heaters so as to make the heat more effective.

The three trains which were added to the June schedule are as follows: One leaving East Williston and arriving at Penn Station at 8:38 a.m.; one leaving Floral Park and arriving at Flatbush Avenue at 8:27 a.m.; and one leaving Far Rockaway and arriving at Penn Station at 7:58 a.m.

The stations at which additional train stops are provided as follows: One additional stop at Rosedale, Laurelton, Arverne, Gaston Avenue, Jamaica, Murray Hill, Howard Beach and Bellerose; two additional train stops at Higbie Avenue; and three additional stops at Woodside and Elmhurst.

The additional cars operated are as follows:

Fourteen trains had one car added to them, seven trains had two cars added to them, one train had three cars added to it and one train had four cars added to it.

Staten Island Rapid Transit Company

A new schedule, effective February 4th, provided for a fifteen minute headway instead of a twenty minute headway from 9:29 p.m. to 10:29 p.m., and a thirty minute headway instead of forty minutes from 10:29 p.m. to 1:29 a.m. on the Perth Amboy Division leaving St. George.

STREET SURFACE RAILROADS**Borough of Brooklyn**

The service has been increased on the following lines of the Brooklyn and Queens Transit Corporation:

	By	
	Cars	Trips
Crosstown-Park Row Line	3	154
DeKalb Avenue Line	3	...
Eighth Avenue Line	3	10
86th Street Line	6	52
Flatbush Avenue Line .....	..	16
Gravesend-Church Avenue Line	4	110
Nortons Point Line .....	..	24
Richmond Hill Line .....	..	14
St. Johns Place Line.....	..	2
West End Line .....	..	2

The service has been improved by changes in operation, other than by increasing the number of cars, on the following lines: Flushing Avenue, Sumner Avenue, 8th Avenue, 86th Street, Metropolitan Avenue, 3rd Avenue, Bergen Street and Grand Street.

Service increases were also made on the following lines: Ocean Avenue, Crosstown, 5th Avenue, Flatbush Avenue, DeKalb Avenue, Ralph-Rockaway Avenue, Reid Avenue, Putnam Avenue, Nostrand Avenue Shuttle, Coney Island Avenue, 15th Street, Richmond Hill, Norton's Point, Gravesend Avenue.

Borough of Manhattan

The service has been increased on the following lines:

	By	
	Cars	Trips
8th Street Crosstown, on Saturdays.....	1	24
86th Street Crosstown, on Saturdays.....	..	2
86th Street Crosstown, on weekdays.....	2	17
4th & Madison Avenue.....	..	61
116th Street Crosstown .....	..	13
7th Avenue-Delancey Street .....	..	24
6th Avenue .....	..	2
3rd & Amsterdam Avenue.....	..	18
34th Street Crosstown	3	..
23rd Street Crosstown	4	74

On May 21, 1934, the Fourth and Madison Avenue Line was changed from one-man to two-man car operation on weekdays and on Saturdays between 6:59 a.m. and 6:35 p.m.

Borough of The Bronx

The service was increased on the following lines:

	By	
	Cars	Trips
Ogden Avenue	1	28
Bronx & Van Cortlandt Park.....	1	..
New Rochelle-Subway .....	..	12

Improvements other than service increases were effected on the following lines:

The New York City Interborough Railway Company placed cars of the 1200 series on the Ogden Avenue and University Avenue Lines. These cars provide a greater speed and more comfort.

The Union Railway Company placed the same type of cars in service on the 163rd Street Crosstown Line and the Webster and White Plains Avenues Lines.

An improvement was made in the type of equipment used on the 138th Street Crosstown, Morris Avenue, Willis Avenue Shuttle, Bailey Avenue, Sedgwick Avenue, Mt. Vernon-Subway and the New Rochelle-Subway Lines.

Transfer privileges were extended between the 167th Street Crosstown and the Tremont Avenue Lines.

Borough of Queens

Increases in service were made on the Calvary, Dutch Kills and Jackson Avenue Lines.

BUSES

There has been one change from surface car to bus operation in the City during the past year. During the month of January the Richmond Railways suspended operation and the Staten Island Coach Company, Inc., took over the six lines formerly operated by the surface car company.

The following increases were made on the lines of the various bus companies :

BOROUGH OF BROOKLYN

Brooklyn Bus Corporation

Route	Name	No. of Trips
B-1	Sheepshead Bay-Plum-Manhattan Beaches....	60
B-2	Flatbush Avenue-Rockaway Ferry	4
B-3	Avenue U-Gerritsen Beach	26
B-4	75th Street-Stillwell Avenue	30
B-5	Kings Highway	32
B-6	Bay Parkway-Avenue M	4
B-8	18th Avenue-Foster Avenue.....	10
B-10	Avenue D-Bedford Avenue-Avenue J.....	40
B-11	49th Street-53rd Street	62
B-12	East New York Avenue.....	68
B-14	Pitkin Avenue-Brownsville	10
B-16	Fort Hamilton Parkway	52
B-17	Remsen Avenue	1
B-18	Myrtle-Wyckoff Avenues	16
B-21	Glenwood Road-Avenue J	54

On Route B-1 arrangements were made to have the bus make proper train connections at the Avenue U Station on the Brighton Line.

On Route B-2 daily service was inaugurated one hour earlier, or at 5:30 a.m. instead of 6:30.

On Route B-16 a substitution was made to eliminate the operation of noisy buses.

The company acquired thirty-five new buses during the year.

BOROUGH OF MANHATTAN

Fifth Avenue Coach Company

Service increases were made as follows :

On Routes 1 to 5, 8 and 19, the Fifth Avenue and Riverside Drive Routes, there was an addition of five buses and 134 trips.

On Route No. 6, the 72nd Street Crosstown Route, there was an increase of one bus and 16 trips.

On Route No. 15, the Jackson Heights Route, there was an increase of four buses and 30 trips.

On Route No. 16, Elmhurst Crosstown Route, there was an increase of 58 trips.

On Route No. 20, 57th Street Crosstown Route, initial operation was started on April 7th with six buses and 348 trips.

Other service improvements were as follows:

On Route No. 6, the 72nd Street Crosstown Route, the operation was extended one block east to the 72nd Street and York Avenue on April 7th.

On Route No. 16, the Elmhurst Crosstown, the terminal was changed from 82nd Street on Northern Boulevard to 74th Street and Roosevelt Avenue on August 23rd, thereby providing direct service to the Independent City-owned Rapid Transit System.

East Side Omnibus Corporation

The service was increased on Route No. 13, the First Avenue-Allen Street-South Ferry Route by six buses and 88 trips; and on Route M-15, the Second Avenue-Worth Street Route, by six buses and 100 trips.

Avenue B & East Broadway Transit Company, Inc.

The service was increased on Route M-8, the Grand Street Crosstown, by fifty trips; and on Route M-9, the Avenue B and East Broadway Route, by ten trips.

BOROUGH OF THE BRONX

Surface Transportation Corporation

The service was increased on the following lines:

Route No.		Number of	
		Buses	Trips
1	Concourse-138th Street		11
2	Concourse-Hub	1	9
8	Williamsbridge Road	1	2
9	Eastchester Road	1	6
11	170th Street Crosstown		6
12	City Island-Fordham	4	55

Other service improvements were as follows:

On Route No. 2, the Concourse Shuttle, a dangerous stop was eliminated by eastbound buses at the east end of the Jerome Avenue underpass on Mosholu Parkway.

Routes 5 and 12, the City Island-West Farms and the City Island-Fordham Routes, were rerouted in the vicinity of Pelham Bay Park Subway Station so as to provide a more direct route to and from the station with less chance of being delayed by traffic congestion on Pelham Parkway.

The service on Route No. 5 was discontinued and the service on Route No. 12 was increased east of the Pelham Bay Parkway Subway Station so as to equalize the riding.

On Route No. 6, the Throgg's Neck Line, and on Route No. 11, the 170th Street Crosstown Line, the type of bus was changed so as to provide better service.

Suburban Bus Company, Inc.

The service on this line was increased by the addition of four buses and 130 trips.

Additional service was inaugurated between Nereid and White Plains Avenue, New York City and Yonkers.

BOROUGH OF QUEENS

Jamaica Buses, Inc.

The service on Route A was increased by 16 buses; on Route B by four buses; and on Route C by three buses.

During the year the company acquired eight additional buses; and on October 24th all detours necessitated by paving operations were discontinued and buses were operated on their franchise routes.

BOROUGH OF RICHMOND

Staten Island Coach Company, Inc.

The service on Route No. 2, the South Beach Line, was extended from the terminal at Ocean Avenue and Seaside Boulevard to Seaview and Scotland Avenues.

The service on Route No. 3, the Castleton Avenue Line, was extended on Richmond Avenue from Richmond Terrace to Anderson Avenue.

The service on Route No. 4, Bull's Head Line, was extended from Victory Boulevard and Richmond Avenue to Richmond Hill Road.

Tompkins Bus Corporation

The company purchased and put into service 28 new buses.

The bus stands at the St. George Terminal were rearranged so that those lines holding franchises and certificates were nearest to the ferry house.

The service on Route No. 15, the Great Kills Line, was improved by the addition of one bus, and the service was extended to Richmond Hill Road and Richmond Avenue.

INSPECTIONS

The number of inspections made by the inspection staff of the Service Bureau for the year were 9,287, divided as follows:

Departmental	5,554
Complaints	3,098
Final Orders	635

EMERGENCY RELIEF WORK PROJECT

During the year 1934, the Service Bureau supervised the work of making traffic checks by men assigned to a made-work project by the Civil Works Administration, City of New York. Office space was provided in the Service Bureau and Engineering Department and the men began reporting for work January 3, 1934. By the first of February, there were 49 men working on the project. Approximately this number of men continued working until April 1st, when the number was reduced to 37. The number was increased to 44 on July 1st and again reduced to 34 on July 23rd. This number, 34, continued for the remainder of the year. Since July 23rd, the personnel on this project has been divided as follows:

PERSONNEL

Senior Engineer in Charge.....	1
Assistant Field-Payroll Supervisor.....	1
Stenographer	1
Engineers	11
Assistant Engineers	4
Draftsmen	18

This personnel includes an Assistant Field-Payroll Supervisor and a Stenographer who are not included in the first figures.

The work done may be classified under nine headings as follows:

1. Trip counts on all subway and elevated lines.
2. Trip counts and time runs on surface cars of all Boroughs.
3. Counts of traffic at peak-load points made simultaneously with trip counts of rapid transit lines.
4. Counts of traffic at peak-load points for surface cars made simultaneously with trip counts.
5. Eighteen hour counts of traffic coming to main line sections of rapid transit lines from several branches.
6. Twelve hour counts of traffic entering and leaving important stations of rapid transit lines.
7. Compiling a complete and accurate set of station entrance and similar agreements, including plans of stairways, etc.
8. Making a complete and up-to-date set of franchise maps.
9. Tracing numerous record drawings which have been mutilated or are disintegrating.

The following tables give a summary of the work completed during the year:

TRIP COUNTS

Company or Division	Number of Lines Completed	Number of Trips Made	Per Cent of Field Work Completed	Per Cent of Office Work Completed
Interborough Subway	10	211	100	100
Interborough Elevated	8	206	100	83
B. M. T. Subway	7	78	66	33
Brooklyn Surface Cars	59	3,776	100	12
Manhattan Surface Cars	21	1,344	96	0
Bronx Surface Cars	18	1,152	75	0

BOOKINGS MADE IN CONNECTION WITH TRIP COUNTS

Company or Division	Number of Lines Completed	Number of Trips Made	Per Cent of Field Work Completed	Per Cent of Office Work Completed
Interborough Subway	10	238	100	100
Interborough Elevated	8	157	100	100
B. M. T. Subway	7	60	66	0
Brooklyn Surface Cars	59	245	100	0
Manhattan Surface Cars	21	86	96	0
Bronx Surface Cars	18	72	75	0

EIGHTEEN-HOUR BOOKINGS

Company or Division	Number of Points Booked	Number of Bookings Made	Per Cent of Field Work Completed	Per Cent of Office Work Completed
Interborough Subway	28	309	80	73

TWELVE-HOUR STATION COUNTS

Company or Division	Number of Stations Counted	Number of Counts Made	Per Cent of Field Work Completed	Per Cent of Office Work Completed
Queensboro Subway	1	4	6	6

STATION-ENTRANCE AGREEMENTS

Per Cent of Field Work Completed	100	Per Cent of Office Work Completed	96
-------------------------------------	-----	--------------------------------------	----

FRANCHISE MAPS

Per Cent of Field Work Completed	100	Per Cent of Office Work Completed	7
-------------------------------------	-----	--------------------------------------	---

TRACING RECORD DRAWINGS

Per Cent of Field Work Completed	...	Per Cent of Office Work Completed	100
-------------------------------------	-----	--------------------------------------	-----

TRIP COUNTS—RAPID TRANSIT LINES

A total of 495 trip counts were made on the rapid transit lines of Manhattan and Brooklyn. The field work consisted of having men ride trains from terminal to terminal, so as to record the number of passengers boarding and alighting through each doorway at each stop. Time was also taken of the arrival and departure at each station.

The office work consisted of tabulating and analyzing the information obtained in the field, making graphs to show the number of passengers boarding and alighting at each station stop, making graphs of the total number of passengers on the train at each station stop, summary graphs to show the load on the train at each station arranged consecutively beginning in the morning and continuing throughout the day, schedule speed analysis graphs, station stop analysis graphs, and distribution of passengers throughout each car of the various trains.

TRIP COUNTS—SURFACE LINES

A total of 6,272 trip counts on 98 different surface lines were made. The field work consisted of having men ride cars of each line from terminal to terminal, beginning at 7 a.m. and continuing until 7 p.m. Eight round trips were made between the hours of

7 a.m. to 9 a.m., 16 round trips between 9 a.m. and 5 p.m., and 8 round trips between 5 p.m. and 7 p.m. The men recorded the number of passengers boarding and alighting at each stop and took the time at the regular time points for the line.

The office work consisted of tabulating and analyzing the information obtained in the field, making graphs to show the number of passengers on the car at the various points of the line arranged consecutively as the trips were made, making schedule speed analysis graphs and graphs to show maximum transfer points.

BOOKINGS IN CONNECTION WITH TRIP COUNTS OF RAPID TRANSIT LINES

The field work consisted of having men stationed at maximum traffic points along the line over which trip counts were being made. They recorded the number of passengers on each car of every train as it passed and also the time that the train left that point. The office work consisted of analyzing and tabulating this information to show the traffic distribution for extended periods and also to provide a check on the information obtained on the trip counts.

BOOKINGS IN CONNECTION WITH SURFACE CAR TRIP COUNTS

The field work consisted of stationing men at the regular booking points for the lines over which the trip counts were being made. These men recorded the number of passengers on each car of that line as it passed and also the time that the car left that point. The office work included an analysis and tabulation of the field work to show continuous traffic distribution and also provided a check on trip count information.

EIGHTEEN-HOUR CONTINUOUS BOOKING

The field work consisted of having men stationed at various points so as to collect data on the division of traffic among the branch lines and to show how each branch contributed to the traffic on the main line. The office work consisted of analyzing and tabulating the information obtained in the field and plotting graphs to show the distribution of traffic for continuous eighteen-hour periods.

STATION COUNTS

But one station count was made. This was at the Grand Central Station of the Queensboro Subway. Men were stationed at the

elevators, escalators, ramp and stairway to count the number of people using each means for entrance and exit to the station. At the same time men at the Grand Central Station and adjacent stations recorded the number of passengers on trains so as to give a record of people on each train as it entered Grand Central Station, the number of people that got off and on the train at Grand Central Station and the number of people on the train as it left the station for each direction. This continued for a twelve-hour period.

The office work consisted of analyzing and tabulating the information collected and plotting graphs to show the number of people that used each means of entrance and exit for half-hour periods from 7 a.m. to 7 p.m. and also graphs to show the load on the trains as they entered and left the station.

The above work was done under the supervision of the Service Bureau and in addition to this, men in the Engineering Department were engaged in compiling a complete and accurate set of station entrance and similar agreements, in making a complete and up-to-date set of franchise maps and in tracing numerous record drawings.

The program of work as originally outlined for this project included five additional items on which no work has, as yet, been done.

These were:

1. Counts of volume of traffic interchanging at important transfer points.
2. Counts of the number of rapid transit passengers relying on feeder lines (trolleys and buses) to complete workward and homeward trips.
3. Counts of out-of-town traffic transferring to rapid transit lines at terminals and other interchange points.
4. Twenty-four-hour counts of traffic entering and leaving Manhattan by the several means of transportation.
5. Checks of concentration of traffic due to skyscraper construction.

Considering the whole project as outlined, about one-third of the work has been completed.

DIVISION OF ROLLING STOCK AND ACCIDENTS

This Division of the office of the Chief Engineer performs all duties pertaining to the inspection of cars, buses, electric and steam locomotives, shops, car barns, yards and garages. Investigates and studies proposals for new equipment and changes in the existing equipment. Inspection and observation is made of rolling stock, shop and garage facilities and equipment to determine whether or not the various companies comply with the regulatory orders of this Commission. All accidents and delays and all complaints, relative to car and bus equipment are also investigated.

Cases Nos. 3133, 3187. Rules and Regulations Applicable to all Omnibuses Operating in the City of New York

Prior to October 1st, 1934, periodic inspections were made of all buses owned, used or operated under the jurisdiction of this Commission. Inspection reports were rendered by the inspectors and when defective conditions in the bus equipment were noted, copies of their reports were forwarded to the officials of the company involved. The company was thereupon required to eliminate the defects as soon as possible or to withhold the bus from service until the necessary repairs were made.

Rules and regulations effective October 1, 1934, were adopted by this Commission pursuant to Chapter 900 of the Laws of 1934, covering the safety of operation of, and applicable to, all omnibuses carrying passengers for hire with a carrying capacity of more than seven persons, operating or to be operated or located within the City of New York.

In order to enforce certain rules and regulations of the Commission's Order in Case No. 3187, which require that fumes and smoke from the exhaust shall be kept at a minimum by maintaining the most efficient adjustment of the carburetor and other appliances, and by maintaining the omnibus engine in good operating condition, an air-fuel ratio analyzer, which is capable of denoting the efficiency of combustion, was used in making tests. A carbon-monoxide indicator has been very efficient and helpful in testing the interior of omnibus bodies for the presence of carbon monoxide gas. This gas is colorless and odorless and of a harmful nature. The use of this apparatus determines the presence of this poisonous gas in concentrations of as low as .01%. Both of these instruments were

very helpful in determining the cause of complaints relative to smoke and fumes as well as enforcing the Commission's Order. Brake testing decelerometers were regularly used to enforce the Commission's rules requiring two independent sets of brakes, each of which must be maintained in an efficient operating condition at all times.

In accordance with these rules, requests for bus inspection were received from 305 owners, lessee and/or operators of omnibuses. 8,948 bus inspections were made on 3,663 buses. In many cases where the inspection report showed that the bus did not comply with the Rules and Regulations, the official of the company involved was so notified, and the certificate of inspection withheld until the violations had been eliminated.

The frequency of bus inspections after the issuance of the certificate, depends, to a great extent, on the condition of the bus; the conditions under which it is operated and the method or system of maintenance employed. On some buses it is necessary to inspect them once in four months, other buses as frequently as three times per month.

The statistical phases require the preparation of daily reports showing the number of buses inspected, the number of inspection certificates issued and the number of certificates removed from buses. The charting of bus inspections from which can be determined the number of bus inspections to be made each day in order to inspect each bus once in every four months' cycle.

Regulatory Inspections

Periodic inspections are made of all cars and locomotives owned, used or operated by the various surface, rapid transit and trunk lines under the jurisdiction of this Commission to determine whether the equipment is maintained so as to function properly and minimize the possibility of interruptions to service and accidents to passengers and employees. Inspection reports were rendered by the inspectors and when defects, in the car or locomotive equipment are noted, copies of their reports are forwarded to the officials of the company involved. The company is thereupon required to eliminate the defects as soon as possible.

The following tabulation shows the number of units of rolling stock owned, used or operated, and the number of units inspected during the year 1934.

	No. of units	No. of units inspected
Rapid transit passenger cars.....	6,600	8,573
Surface line passenger cars.....	3,627	9,174
Trunk line passenger cars.....	1,252	2,072
Steam locomotives	204	572
Electric locomotives	71	40
Passenger omnibuses	3,663	18,400
Service cars; service buses and trucks..	903	440
Total	16,320	39,271

Periodic inspections and observations have been made regarding the condition of shops, barns, yards and garages, as to facilities provided for the proper maintenance of rolling stock and as to the safety measures provided to protect employees from injury.

New and Rebuilt Equipment

The Commission's Orders require all omnibus and railroad companies or operators to submit a written description, including general drawings, sufficient to show the character and type of any new or additional car or bus equipment or any changes in the existing rolling stock. This division is assigned the duty of examining such plans and specifications and advising the Commission, through the Chief Engineer, whether a particular type of equipment, for which approval is sought, is safe, adequate and proper to be used for, or in connection with, the transportation of persons or property.

During 1934, the addition of 8 passenger cars and 151 buses were placed in service in New York City.

Under the terms of contracts No. 3 and No. 4, during 1934, the Rapid Transit Companies submitted to this Commission for approval purchasing agent's orders amounting to \$224,224.25 for the purchase of equipment. The recommendations to the Commission as to the approval of disapproval of purchasing agents' orders are determined by investigation into the need for the item, the amount required, the price per unit and the reliability of the seller.

During the year this division investigated 68 complaints entailing 54 follow-up reports relative to car and bus equipment, and in all cases where conditions were found to justify the complaint, the

company concerned was directed to take the necessary steps to remove the cause for complaint.

Observations are made periodically on the various routes of the bus and railway lines to detect any unnecessary noise originating in the car or bus equipment while in operation.

Special tabulations and analysis of accidents and delays required for the use and information of the Commission were prepared during the year.

Cases 1142-3122 and 3187A

Under these orders the various railway, rapid transit, trunk lines and omnibus lines are required to give preliminary notice by telephone of any accident or delay to traffic, coming within the specific classes set forth in each order, immediately after its occurrence. In order to facilitate the prompt investigation its officers are kept open 24 hours each day. There is always an inspector on duty or within quick call, to receive reports of accidents and to take such emergency action as may be required.

The companies submit monthly reports of accidents on a prescribed form and the contents charted at the offices of the Commission by the inspectors of the division on a basis of car miles operated, from which, were any serious condition continuing over an extended period is revealed, it is made the subject of study to determine whether remedial measures are required, and if so, what action the Commission is in a position to take. Immediately following an accident of a serious character, inspectors are sent to the scene to make an investigation and inspect the equipment involved. Where the investigation reports of a particular accident show that it is out of the ordinary or of a significant character, these special findings are called to the attention of the Commission. From these reports the Commission is enabled to institute constructive measures for accident prevention.

Special investigations were made of 199 accidents during 1934.

A classified table of accidents prepared from the accident reports of all companies for 1933 and 1934, follows:

ACCIDENTS ON ALL RAILROAD LINES

For 12 months ending December 31, 1934—Case No. 1142

	Surface Lines	Subway & "L" Lines	Trunk Lines	Terminal Lines	Total
Car collisions	190	11	15	0	216
Persons struck	933	193	16	1	1,143
Vehicles struck	17,104	0	85	0	17,189
Boarding	1,613	6,222	85	0	7,920
Alighting	2,243	2,741	100	0	5,084
Electric shocks	61	93	19	0	173
Derailments	1,465	6	87	20	1,578
Other accidents	13,040	27,295	2,146	59	42,540
Totals.....	36,649	36,561	2,553	80	75,843
Injuries:					
Passengers	6,904	18,781	934	0	26,619
Employees	2,080	5,895	1,028	52	9,055
Others	2,946	188	435	5	3,574
Totals.....	11,930	24,864	2,397	57	39,248
Serious, Included in Above:					
Killed	45	120	32	0	197
Fractured skulls	83	81	6	0	170
Amputated limbs	3	4	2	1	10
Broken limbs	174	235	22	2	433
Other serious	308	86	60	13	467
Totals.....	613	526	122	16	1,277

ACCIDENTS ON ALL RAILROAD LINES

For 12 months ending December, 1933—Case No. 1142

	Surface Lines	Subway & "L" Lines	Trunk Lines	Terminal Lines	Total
Car collisions	241	18	8	0	267
Persons struck	1,020	174	32	0	1,226
Vehicles struck	18,577	5	88	0	18,670
Boarding	1,635	5,997	60	0	7,692
Alighting	2,458	2,595	103	0	5,156
Electric shocks	83	109	19	0	211
Derailments	1,689	10	73	26	1,798
Other accidents	11,704	25,031	2,069	47	38,851
Totals.....	37,407	33,939	2,452	73	73,871
Injuries:					
Passengers	6,859	17,335	796	0	24,990
Employees	1,873	5,810	1,033	45	8,761
Others	2,956	196	440	2	3,594
Totals.....	11,688	23,341	2,269	47	37,345
Serious, Included in Above:					
Killed	47	99	41	0	187
Fractured skulls	74	62	5	0	141
Amputated limbs	12	2	1	1	16
Broken limbs	186	226	16	4	432
Other serious	339	105	48	11	503
Totals.....	658	494	111	16	1,279

GRADE CROSSING ACCIDENTS IN WHICH PERSONS WERE KILLED OR INJURED

From 1911 to 1934, inclusive

KILLED

	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922
N. Y. Central.....	4	1	1	0	3	0	0	0	3	1	0	1
L. I. R. R. Co.....	24	7	8	6	5	3	3	13	7	6	3	3
S. I. R. T. Co.....	0	0	2	5	3	1	2	2	1	2	2	3
N. Y. R. T. Corp.....	2	2	2	2	1	2	1	2	0	0	0	0
Totals.....	30	10	13	13	12	6	6	17	11	9	5	7

	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934
N. Y. Central.....	0	0	1	0	1	1	0	2	0	0	0	3
L. I. R. R. Co.....	14	11	9	13	3	7	4	6	1	0	0	2
S. I. R. T. Co.....	5	1	3	9	5	4	3	3	3	6	2	1
N. Y. R. T. Corp.....	1	0	1	0	0	0	0	0	0	0	0	0
Totals.....	20	12	14	22	9	12	7	11	4	6	2	6

INJURED

	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922
N. Y. Central.....	6	2	5	5	4	6	4	4	4	4	5	2
L. I. R. R. Co.....	11	6	7	9	11	4	5	12	5	5	9	20
S. I. R. T. Co.....	8	4	5	6	1	3	21	4	4	5	1	5
N. Y. R. T. Corp.....	3	2	1	6	6	5	5	3	3	0	1	0
Totals.....	28	14	18	26	22	18	35	23	16	14	16	27

	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934
N. Y. Central.....	4	1	8	2	17	9	6	3	4	2	2	6
L. I. R. R. Co.....	12	14	18	10	12	4	2	8	2	6	3	5
S. I. R. T. Co.....	2	3	23	11	4	8	6	8	5	3	5	4
N. Y. R. T. Corp.....	0	0	1	0	0	0	0	0	0	0	0	0
Totals.....	18	18	50	23	33	21	14	19	11	11	10	15

ACCIDENTS ON ALL BUS LINES—CASE No. 3122

For 12 months ending December 31, 1933 and December 31, 1934

	Dec. 31, 1933	Dec. 31, 1934
Persons struck	151	165
Vehicles struck	4,827	4,597
Boarding	468	486
Alighting	780	733
Injured inside of omnibuses.....	838	1,224
Injured in shops, garages and yards.....	169	325
Other accidents	2,969	2,599
Totals.....	10,202	10,129
Injured:		
Passengers	2,738	2,556
Employees	415	456
Others	582	617
Totals.....	3,735	3,629
Serious, Included in Above:		
Killed	7	25
Fractured skulls	11	14
Amputated limbs	1	0
Broken limbs	45	52
Other serious	74	77
Totals.....	138	168

TRANSIT BUREAU

The Transit Bureau, under the supervision of the Chief Engineer, is charged with making field inspections and service checks on all rapid transit, steam railroad, surface and bus lines within the jurisdiction of the Transit Commission with particular reference to service operated. It also makes field inspections on certain orders of the Commission.

The Transit Bureau consists of One Supervising Transit Inspector in Charge, One Supervising Transit Inspector, Three Assistant Supervising Transit Inspectors, Twenty-seven Transit Inspectors, Three Sanitary Inspectors and One Stenographer.

The Commission's Transportation Inspection Schedule provides for systematic checks on all lines. On the lines of the Interborough Rapid Transit Company and the New York Rapid Transit Corporation, where traffic is heaviest monthly checks are required to be made at the peak points. Rapid Transit checks are also made at other points to determine how the companies are adhering to the schedules of service, which they are required to file under an Order of the Commission.

The Steam Railroads are divided for inspection purposes into three groups:

(1) The Long Island Railroad and the Staten Island Rapid Transit Lines are checked monthly from 7:00 a. m. to 7:00 p. m. and less frequently during the evening hours.

(2) The New York, Westchester and Boston Railway and the Hudson-Manhattan Railroad Lines are checked once every three months from 7:00 a. m. to 12:00 midnight.

(3) New York Central Railroad Company Lines are checked twice a year.

The Surface Lines are divided for inspection purposes into four groups in order of importance. The inspection schedule provides for checking

(1) Lines in the first group once every month during the rush hours; once every two months during the midday and once every three months during the evening.

(2) Lines in the second group once every two months during the rush hours and once every four months during the midday and evening hours.

(3) Lines in the third group once every three months during the rush hours and once every six months during the midday and evening hours.

(4) Lines in the fourth group once every six months during the rush hours and once every twelve months during the midday and evening hours.

Bus Lines coming within the jurisdiction of the Commission are checked in accordance with the inspection schedule in force on Surface Lines.

The following tabulation indicates the number of service checks made under the regular inspection schedule during 1934.

	Number of Service Checks
<i>Rapid Transit and Steam Railroad Lines</i>	
Interborough Rapid Transit Company.....	532
New York Rapid Transit Corporation.....	784
Long Island Railroad Company.....	272
Hudson & Manhattan Railroad Company.....	38
New York, Westchester & Boston Railway Company.....	15
Staten Island Rapid Transit Company.....	38
New York Central Railroad Company.....	28
Total	1,707
<i>Surface Lines by Boroughs</i>	
Brooklyn	1,093
Manhattan	341
Queens	249
Bronx	291
Total	1,974
<i>Bus Lines by Boroughs</i>	
Brooklyn	461
Manhattan	351
Queens	386
Bronx	436
Richmond	410
Total	2,044
Grand Total	5,725

Complaints

From January 1st to May 30th, 1934, field investigations on complaints were made by Transit Inspectors assigned to the Transit Bureau. The following tabulation shows the number of inspections made in relation to complaints:

Lines	Number of Inspections
Rapid Transit	519
Steam	22
Surface	107
Bus	64
Total	712

Final Orders

The Transit Bureau makes field inspections on orders of the Commission which require a service check, and in connection with Orders Nos. 1426, 2849 and 2850. During the year of 1934, the following inspections were made in relation to orders other than Nos. 1426, 2849 and 2850.

Lines	Number of Inspections
Rapid Transit	39
Steam Rail Roads.....	358
Surface	28
Total	<hr/> 425 <hr/>

Orders for sanitary inspection of subway and elevated stations and toilet rooms of the Interborough Rapid Transit and New York Rapid Transit Corporations require the inspection and cleaning, when necessary, of stations on subway lines as follows: the first before the morning rush hours; the second immediately following the morning rush hours; the third at noon; the fourth to be completed not later than 5:00 p. m., and the fifth after the close of the evening rush hour, and on elevated lines as follows: the first to be completed before the beginning of the morning rush hour; the second to be made immediately following the close of the morning rush hour; the third to be completed not later than 5:00 p. m., and the fourth to be made after the close of the evening rush hour.

The Transit Bureau maintains a sanitary squad, and the inspectors assigned to this squad devote their entire time to checking the conditions as to sanitation. Three of the Inspectors are women and particular attention is paid to women's toilets.

The Commission's orders provide for the inspection of stations in congested districts three times a month, stations in less congested districts twice a month and stations in the outlying section once a month. The tours of duty are staggered and cover the period from 6:00 a. m. to 10:00 p. m. There were 35,298 inspections made of the toilets on rapid transit lines during 1934.

Snow Storms

The Commission's snow storm inspection schedule provides for the inspection force to make observations at various points on all lines for the purpose of observing the methods employed by the railroad and bus companies in fighting storms and to keep the lines

in operation. Inspectors, assigned to elevated lines also make inspections on the structure paying particular attention to the progress being made in the cleaning of the foot walks adjoining and, or, between the tracks as the case may be.

During February and March, 1934, New York City experienced several very severe snow storms, during which observations were made during the 24 hours of the day. The number of inspections made during these snow storms is shown in the following tabulation:

Lines	Number of Inspections
Rapid Transit	259
Steam Railroads	44
Surface Lines	954
Bus Lines	303
Total	<u>1,560</u>

General Observations

During 1934, general observations were made on all surface and bus lines for the purpose of noting conditions which were prevailing as to the safety, condition of track and special work, sanitation and courtesy of driver or operator. The following tabulation shows the number of inspections made:

Lines	Number of Inspections Made
Surface Lines	842
Bus Lines	605
Total	<u>1,447</u>

DIVISION OF SIGNAL ENGINEERING

All duties pertaining to signaling, interlocking and automatic train control, that fall within the jurisdiction of the Commission, are performed by this division. These duties may be classified in two general groups, viz: (1) Regulatory and (2) Engineering and Approval as follows:

(1) REGULATORY

(a) Inspection of all block signaling, interlocking, grade crossing signaling and automatic train control on rapid transit railroads, trunk line railroads and street railways.

(b) Investigation of all accidents where signaling, interlocking or automatic train control may be involved.

At least two field inspections were made, at regular intervals during the year, of all block signaling interlocking, highway crossing signals and automatic train control equipment for the purpose of assuring safe conditions for operation.

During the year the New York Rapid Transit Corporation changed two manually controlled power operated interlocking plants so that they could be operated automatically. These plants are at Canal St. (Centre St. Loop) and Navy St. (Myrtle Ave. Elevated Line).

(2) ENGINEERING AND APPROVAL

(a) **DUAL SUBWAY CONTRACTS:** Investigation, studies, reports, supervision and approval of proposed changes and additions to the existing signal equipment on rapid transit lines included in Contracts Nos. 3 and 4 and Related Certificates.

(b) Special technical studies in respect to safety and adequacy of existing signal equipment.

(c) Preparation of cases including technical studies in respect to provision of additional safety to train operation on all railroads within the limits of the City of New York.

Dual Subway Contracts—During the year this division investigated and passed engineering approval on proposed signaling and interlocking equipment under Contract Nos. 3 and 4 and Related Certificates, which was approved by the Commission: Interborough Rapid Transit Company, \$33,245.00; New York Rapid Transit Corporation, \$80,708.00; total, \$113,953.00.

Also during the year, this division passed engineering approval on actual expenditures (P. S. Orders and Contracts) for signal equipment under Contracts 3 and 4 and Related Certificates as follows:

Interborough Rapid Transit Company....	\$65,906.00
New York Rapid Transit Corporation....	63,566.00.
	<hr/>
Total	\$129,472.00

Case 2863—New York Rapid Transit Corporation

On June 8, 1927, the Commission entered a final order requiring the New York Rapid Transit Corporation to equip all unsignalled local tracks with automatic signals and train tripping devices. The approximate total mileage of track involved in this order is 150 miles. Estimated cost of \$9,345,800. The order specified the dates for completion of the work on the various lines and December 31, 1932 as the final date for completion of this work.

Lexington Avenue Line—

On August 10, 1932 the Commission modified the order in this case by extending, until June 30, 1934, the time in which to complete the work of signaling the Lexington Ave. Line, from Myrtle Ave. to Gates Ave.

This work was placed in service finally on July 25, 1934.

The work on this line covering the signaling of 5.1 track miles represents 3.4% of the total track mileage involved in the order.

Case 2864—Interborough Rapid Transit Company

On June 29, 1927, the Commission entered a final order requiring the Interborough Rapid Transit Company to equip all unsignalled local tracks with automatic signals and train stopping devices. This order required the equipment of approximately 204 miles of track. Estimated cost of \$13,328,400. The order specified that the work was to be completed by June 30, 1937.

On September 13, 1933, the Commission modified the order in this case to the extent that the signaling on the local tracks of the subway lines as placed ahead of the installation on the elevated lines, and the final date for completion of the work on the subway lines was extended to June 30, 1937.

4th Avenue-Lexington Avenue Line—The work of signaling the local tracks of this line between Brooklyn Bridge and Bowling Green was partially completed and the signals between Bowling Green and Fulton Street were placed in service. It is expected that the balance of this work will be completed and placed in service early in 1935.

Broadway-7th Avenue Line—The work of signaling the local tracks of this line between Chambers St. and South Ferry was finally completed and placed in service on December 30, 1934.

The work on this section covering 2.24 track miles represents 1.1% of the total mileage involved in the order.

Lenox-White Plains Road Line—Plans for the installation of signals on the local tracks of this line between 110th and 145th Streets, were studied and recommendation for approval thereon was made.

The installation of these signals was partially completed and the signals between 110th St. and 135th St. were placed in service. It is expected that the balance of this work will be completed and placed in service early in 1935.

Case No. 1441—Trolley Lines—Signaling—Final Order dated March 5, 1912

New York & Queens County R. R. Co.—The signals on this line are in service and are being inspected semi-annually.

ELECTRICAL ENGINEERING

This group does the engineering work involving electrical equipment other than signals, and mechanical equipment other than in power generating stations.

It investigates projects for new equipment, including plans, specifications, contracts and purchasing agents orders, prepares technical data for Commission hearings and conducts engineering studies, instituted within the Commission, designed to improve service, afford greater protection to passengers, and effect greater economies on the various railroads within the City.

During the year, recommendations were made, involving an expenditure of \$336,641.32 by the New York Rapid Transit Corporation, of which \$307,764.45 represented purchasing agents orders or contracts; and a total of \$140,826 by the Interborough Rapid Transit Company, \$100 of which represents an annual rental.

New York Rapid Transit Corporation

In accordance with the Commission's order to file plans for additional power facilities for the operation of additional cars, an additional rotary converter was placed in service in 64th St. Substation of the New York Rapid Transit Corporation affording a more adequate power supply for that portion of the 4th Avenue and Sea Beach lines.

The construction of a substation known as Woodhaven on the elevated structure and installation therein of a mercury arc rectifier is practically completed and additional power will soon be available for train service on the Jamaica line.

This station, which is to be operated by remote control from Essex Substation, is the first of its kind to be erected on the elevated structure and will be the subject of study as to the feasibility of this type of construction and power supply.

A transmission feeder was installed from Williamsburgh generating station to the new Woodhaven substation with an extension to Ozone Park substation in connection with the supply of additional power to the Jamaica and Liberty Ave. elevated extensions.

Existing circuit breakers in Richmond Hill substation were replaced with larger units to handle the increase in load on the Jamaica line, and additional cables were provided between the substation and the line.

Studies were made of the ventilation of the subway portion of the various lines and a report is being prepared describing conditions, in order to assist the Commission in deciding whether additional mechanical ventilation should be provided.

Following the unusual cold spell that occurred last winter, studies were made of the car heating equipment and power supply to determine what would be required to increase the present systems in order to maintain a car temperature of 40 degrees Fahrenheit when outside temperatures of zero and 15 degrees below zero are encountered.

Changes were made to the contact rail at several locations and additional feeders provided to improve the distribution system.

Electrolytic drain cables were installed at various locations as steps in the mitigation of electrolytic action.

Additional circuit breaker and regulator panels are to be provided in Coney Island shop to improve the reliability of the compressed air supply throughout the shop.

A study was made of the electrical features, including lighting, heating and ventilation embodied in the specifications for the proposed purchase of additional cars.

At the request of various departments of the Commission, studies were made of electrical problems involved in other projects such as installation of signal panels and feeders in several substations, lighting of additional stairways at Hewes St., lighting of platform extensions at Marcy Avenue, Gates Avenue and Halsey Street, purchase of electrically operated drills, purchase of motor generator arc welding sets for use in structural repair work, repairs to and rebuilding of duct and power lines in Coney Island Yard.

Interborough Rapid Transit Company

Where various classes of cables are grouped in a single duct line, the danger is ever present of a short circuit in one cable spreading throughout the others in a manhole. To prevent the recurrence of a short circuit of this nature such as occurred in Manhole No. 11-1, the cables in the vicinity of this manhole were rearranged as follows:

A new section of duct line was built extending the present positive feeder duct bank from its end at New Reade Street to a new manhole in the subway. The positive cables were then separated from the other cables in the common duct line at this point and transferred to the new duct line, thereby segregating the positive

feeders from all others, from Substation No. 11 to the subway, similar to recent installations on Contract No. 3 lines.

Because of the lack of available space the duct line was built on the mezzanine of the Chambers St. Station of the Centre St. Loop of the New York Rapid Transit Corporation, under an agreement between the companies.

Several changes were made, such as lowering short sections of duct lines and enlarging manholes in order to improve feeder conditions.

Voltage regulators were installed in 59th St. generating station as a means of improving the power supply by affording a more constant and uniform voltage than was possible by the previous hand regulation.

The rupturing capacity of 48 of the feeder oil circuit breakers in 59th St. generating station was increased by rebuilding and substitution of certain parts of a more modern type. During the coming year 29 other breakers are to be remodeled. By increasing the rupturing capacity, the reliability of the primary source of power is increased, because severe short circuits can be taken care of better and since the circuit breakers are now equivalent to new, their life is extended.

It is proposed to install auto-transformers in 13 substations as a means of improving the voltage on the various signal circuits.

In order to insure complete isolation of involved circuits, during short circuits or severe overloads, additional relays, interlocking feeder and equalizer breakers, are to be installed in several substations on very long contact rail sections.

Long Island Railroad Company

In order to reduce the number of accidents occasioned by children coming in contact with live rails, the power supply to a number of sidings has been discontinued when the siding is not in use. Some difficulty has been experienced as a result, such as cable connections being stolen and rails damaged and grounded, so that it has not been decided finally whether the turning off of power can be done on all sidings, particularly long and frequently used ones.

Improvement of the communication system of the company was ordered as one of the steps in the proposed "Snow Removal Program." After an extensive study, it was decided that telephones connected to the local telephone company, at all signal towers, dis-

patching points, substations and important passenger stations should be available. Since some locations were already so equipped and additional telephones have been installed at all the others, practically every station and vital point on the railroad in the City is now equipped with a railroad telephone and one other on any entirely separate circuit of the local telephone company.

Pennsylvania Railroad Company

Following extensive studies and conferences with the Company's engineers, a plan was evolved which provides for a rearrangement of the distribution system that, it is believed, will prevent a recurrence of accidents such as the one that caused a tie-up at Pennsylvania Station on December 18, 1933. Two circuit breaker houses have been built adjacent to the tracks with feeders radiating from them to the various contact rails, which rails have been increased to the 150-pound standard on the most important tracks. Test circuits have been added to all feeder circuit breakers to assist the operator in determining the rail conditions before closing circuit breakers.

When this work is completed early in 1935, the congested cable conditions in the substation will have been eliminated and the distribution system changed so that the danger of fires and short circuits is minimized and so that the terminal can be operated even though the 31st St. substation be out of service.

It is also proposed to provide a second source of power for the lighting circuits throughout the platforms and mezzanines.

New York Central Railroad Company

The plans, estimates and specifications of two pumping stations for the West Side Improvement, were studied and recommendations for approval submitted at the request of another division.

Brooklyn and Queens Transit Corp.

Lighting of the incline and additional lighting of the tunnel entrance from the Williamsburg Bridge to the Delancey St. trolley terminal, were provided at our request as a means of reducing the possibility of accidents such as collisions that occur when a car, darkened because of its pole leaving the trolley wire, is struck by a following car.

ELECTRICAL INSPECTIONS

This group makes periodical inspections of the mechanical and electrical equipment, of all railroads, except signals and the steam equipment of power stations; investigates accidents or interruptions to service in which equipment failure is present; inspects the progress of installation of new equipment with reference to conformity to plans previously approved; checks the observance of the orders in cases promulgated by the Commission, and investigates complaints of alleged defective equipment of the various railroad companies.

Defects of equipment found by inspection are brought to the attention of the companies, and followed up until the equipment is placed in good operating condition; recommendations are made to prevent recurrence where equipment failure is present in accidents or interruptions to service.

The equipment inspected by this group, together with statistical data, and the number of inspections made during the year are shown in the following table:

Equipment	Number	Inspections
Substations	100	7
Power Stations	7	11
Contact Rail and Fixtures.....	920 S. T. Miles	2
Remote Controlled Circuit Breakers.....	1394	2
Pumps	350	3
Ventilating Fans	106	3
Sewage Ejectors	197	1
Escalators	30	3
Elevators	44	3
Illuminated Warning Signs.....	90	1
Catenary Trolley Equipment.....	42 Route Miles	1
Overhead Trolley Equipment.....	514 Route Miles	1
Overhead Transmission Lines.....	51 Miles	1
Lighting Equipment of Passenger Stations.....	524 Stations	1
Lighting Transformer Room Equipment.....	337 Rooms	1
High Tension Switching and Transformer Stations	21	1
Station Gap Closers.....	2	1

During the year investigations were made of 48 accidents or interruptions to service in which equipment failure was present; 175 inspections were made of the progress of installation of equipment previously approved; and 5 complaints of alleged defective equipment were investigated.

DIVISION OF MECHANICAL ENGINEERING

Purchase of Coal—Interborough Rapid Transit Company

Contracts for the purchase of 800,000 tons of bituminous coal at an average price of \$5.205 per ton, representing the requirements for the year ending in March, 1935, were recommended for approval, the price per ton representing an increase of \$1.115 over the base cost in 1933-1934, due to the influence of the price code established by the Bituminous Coal Authority under the National Recovery Act.

A resolution adopted by the Commission on February 7, 1934, modified a previous resolution of May 1, 1929, by the elimination of a provision requiring public opening of bids for coal and authorized the delivery of all such bids directly to the Receivers of the Interborough Rapid Transit Company.

In addition, the form of contract previously employed in negotiating coal purchases was amended to conform to the requirements of the Bituminous Coal Authority, the major changes having reference to fluctuation in the base price of coal as influenced by future revisions of the code of fair competition.

Subsequent to the date on which the contract term began, April 1, 1934, further increase in wages was granted to the miners, which under the contract is to be assumed by the purchaser.

With respect to the above increase in labor cost, the Interborough Rapid Transit Company and the several vendors supplying coal have not reached agreement as to the amount per ton to be added to the base price, but in anticipation of such increase a suspense fund predicted on a rise of twenty-five (.25) cents per ton has been established.

Smoke Reduction—I. R. T. Power Plants

Following study and experiment instituted in 1933, several type of smoke indicators have been subjected to trial at the 59th St. power plant.

Due to their operation instantaneous indication and recording of excessive smoke is made available, permitting corrective measures at the time of occurrence, as a result of which the number of complaints against smoke and cinder emission was greatly reduced, only one such protest having been registered.

Power Exchanged—I. R. T. System

During 1933 this division was directed to institute a study designed to analyze the cost of power production and distribution on the I.

R. T. System with specific reference to the equity of the charges for power exchanged between the Subway and Manhattan Divisions.

Determinations and analyses with respect to engineering and operating phases of the subject have been tentatively completed, but upon request for accounting and financial data, necessary to the completion of the report as a unit, advice was received to hold the matter in abeyance pending settlement of litigation between the Interborough Rapid Transit Company and the Manhattan Railway Company.

Power Studies Relative to Unification

(a) Comparative advantages of acquisition of properties of the Williamsburgh Power Plant Corporation versus purchase of power or provision of new facilities.

There has been completed an estimate of the cost of provision of a separate power system for the Contract No. 4 Railroad, and also for that part of the Contract No. 4 Railroad operating in Brooklyn and Queens. Each of these reports, tentative in character, provide for incorporation in a unit system of all power facilities to which the City now has title under Contract No. 4, together with the purchase of additional power generation, conversion and distribution facilities, under four general methods of provision and financing.

(b) Overhead Costs and Depreciation applicable to Power Plants.

For purpose of possible future valuations of physical properties devoted to power generation, etc., an exhaustive study of all elements contributing to overhead costs (undistributed charges) was completed during the year, resulting in the formation of a standard by which to consider the adequacy of application of costs of legal and Administrative Expense, Engineering Costs, Interest during Construction, etc.

The report prepared by this Division was incorporated with others, the whole being known as the Report of Committee on Overheads.

In addition, a report was transmitted covering estimate of the accrued depreciation, including obsolescence and inadequacy, on the properties of the Williamsburgh Power Plant Corporation together with an estimate of the adequacy of the reserve for depreciation set aside by the Corporation.

(c) Preparation of Narrative Describing General Power Situation—I. R. T. and B. M. T.

Report has been completed on the general power situation of the B. M. T. lines including tabulations indicating the equipment con-

tribution of each of several participants in the power pool from which all rapid transit and surface companies of the B. M. T. system are fed, with relative value of each with respect to continuity of operation.

Data pertinent to I. R. T. system is in process of completion.

(d) Reports on Earnings—Williamsburgh Power Plant Corporation.

Preliminary investigation of the effect of changes in efficiency of operation affecting cost, together with influence of price changes of commodities, and report on adequacy of depreciation reserve has been completed.

Estimate of future earnings, etc., is in progress.

Pooling of Traction Power Plants

A study of the economies available through pooling of the several power plants in the City devoted to production of power for traction purposes was inaugurated late in the year and is continuing.

Inspections

Inspections are made weekly of the mechanical equipment of seven (7) central stations devoted to traction power generation, during which report is made on adequacy of equipment in service, conditions of operation, compliance with Commission orders, and on all matters likely to affect continuity of service; in all, 360 inspections are made annually.

ACCOUNTING DEPARTMENT

The functions of this department relate generally to (1) Dual Contract supervision, (2) Regulatory matters, and (3) Transit readjustment.

Dual Contract Supervision

Under the Dual System Contracts and Certificates, which were entered into in 1913 under the Rapid Transit Act, the Commission has not only the right but the obligation, as the agent of the City, to supervise all operations of the companies in constructing, equipping, maintaining and operating the railroads in the Interborough and Brooklyn-Manhattan rapid transit systems. The City has invested \$392,000,000 in these systems; and the companies have invested \$330,000,000 in addition to the investments in original elevated railroads.

The activities of this department having to do with Dual Contract supervision embrace: (1) the classification, audit, compilation, and supervision of printing of determinations and reports of City and company capital costs under the terms of the Dual System Contracts and Certificates, under the supervision of the Acting Auditor of Rapid Transit Costs; (2) field checks and other work in connection with the certification of direct costs of the City and companies, under the supervision of the Chief of Divisions of Valuations and Maintenance; (3) audits of operations and reports thereon and formulation of objections to the companies' accounting for results of operations under the contracts and certificates, under the supervision of the Chief of Division of Field Audits; and (4) other investigations, inspections, studies and reports for the purpose of further protecting the City's interests under the contracts and certificates, relating mainly to maintenance and depreciation, retirements and replacements, power supply, and recapture rights. The work is described in the reports of the respective divisions.

Regulatory Matters

The activities of this department pertaining to the exercise by the Commission of jurisdiction under the Public Service Law over all railroads, street railroads and omnibus lines in the City of New York include: (1) accounting, statistical and related activities, and attendance at hearings before the Commission on applications for

certificates of convenience and necessity, security issues, service and other matters, under the supervision of the Chief of Division of Statistics and Accounts; and (2) railroad inventories and appraisals, and other related activities in connection with special regulatory matters before the Commission, under the supervision of the Chief of Division of Valuations and Maintenance. The work is described in the reports of those divisions.

Transit Readjustment

Under Article 7 of the Public Service Law, the Commission is required to prepare a plan or plans to accomplish the following purposes: (1) the combination, rehabilitation, improvement and extension of railroads in the City so that service may be improved; (2) the increase of the City's net revenue from transit lines; and (3) insure the continuance of the present fare, or the lowest possible fare consistent with safe and economical operation and the provisions of the plan.

The preparation of valuations, and other data, estimates and reports for the information of the Commission in the formulation, execution and consummation of plans for unification and transit readjustment, and the keeping of valuation and other data up to date, are done in this department under the general supervision of the Valuation Engineer with the co-operation of the Chiefs of the several divisions. These activities were generally limited in scope to the rapid transit railroad and related power properties of the companies included in the Tentative Plan of the Transit Commission adopted December 19, 1931. These companies are the Interborough Rapid Transit Company, Manhattan Railway Company, New York Rapid Transit Corporation and Williamsburgh Power Plant Corporation, the two latter being subsidiaries of the Brooklyn-Manhattan Transit Corporation. It also included some data pertaining to the properties and rights of the City in the railroads included in the Plan. It did not include street surface railroads or bus lines.

The work done during the year in connection with efforts toward unification and transit readjustment was influenced materially by the initiation early in the year by the City administration of a program of active study of the problem and participation in negotiations with representatives of the rapid transit companies and their security holders for the purpose of effecting the consummation of a plan.

The Board of Estimate and Apportionment of the City had pre-

viously received the Commission's Tentative Plan for the Readjustment and Unification of Rapid Transit Railroads and Related Power Properties, dated December 19, 1931, which was transmitted, as required by the Public Service Law, to the City and the companies with requests for statements of their views thereon.

At the requests of the Mayor, the City Chamberlain, and the Special Counsel to the Board of Estimate and Apportionment, in Rapid Transit Matters, of the City, copies of reports on valuations, transit readjustment and other matters pertaining to rapid transit were transmitted to them; there were numerous conferences between members of their staffs and members of the Commission, the Valuation Engineer, and the Chiefs of Divisions of the Accounting Department; and many special analyses, studies and reports were prepared for them and the results transmitted to them. The information so provided included much historical and basic data related to the period prior to and contemporaneous with the issuance of the Commission's Tentative Plan, together with valuation and other data indicative of the probable effect which changes since the issuance of the Tentative Plan would have in requiring modifications of its terms, and especially of those pertaining to price and method of payment.

The work pertaining to unification and transit readjustment may be classified generally as relating to valuations, including physical appraisals, recapture prices and earnings; and capitalization and methods of payment; and is described in the reports of the several divisions.

There are four divisions in this department: the Division of Rapid Transit Costs, the Division of Valuations and Maintenance, the Division of Field Audits, and the Division of Statistics and Accounts. A statement of the work of these divisions follows:

DIVISION OF RAPID TRANSIT COSTS

The work of this division includes (1) determinations of costs under the Dual Contracts and Certificates, including the classification, audit, compilation and supervision of printing of determinations and reports of City and company capital costs thereunder; (2) valuations and other studies related to transit readjustment, including all elements thereof except physical appraisals.

Classification of Costs under Dual Contracts

The expenditures made by the companies in providing equipment and in disbursing their contractual contributions to construction are subject to the approval of the Transit Commission and must be accounted for in accordance with rules prescribed by the Commission. The Commission requires that all projects estimated to cost in excess of \$2,000 and all contracts for services running for a longer period than one year shall be submitted to it for approval. The contracts require that the Commission approve of all proposed additions in advance of their provision or construction and to assign a work order number to each project approved. When properties are retired from service an amount equal to their cost becomes available for expenditure for new construction or new equipment. Rules adopted by the Commission require that all projects for making replacements receive its approval in advance. Investigations and reports to the Commission on the classification of projects under Contracts No. 3 and No. 4 are made by this division.

Reports in connection with bills filed by the companies against the contractual Depreciation Fund Boards for reimbursement of expenditures made on account of replacements are also made by this division.

Audit and Determination of Costs

A general audit of the elements of cost reported by the Companies is conducted in order to provide the Commission with the necessary information on which to base its actions in respect of its powers and obligations under the Dual Contracts to supervise all operations of the Companies in contributing toward the cost of constructing and equipping the railroads, and to object to any items of the Chief Engineer's determinations and redeterminations of cost with which it may be dissatisfied.

To avoid duplication of effort, the results of the audit of costs conducted for the Commission, which would normally form the basis of objections to the Chief Engineer's determinations of cost, if such determinations were based upon independent analysis, are made available for use in connection with the preparation of the Chief Engineer's determinations. The effect of this procedure is practically to obviate the necessity of making formal objection to the Chief Engineer's determinations by having items deemed to be improper excluded from cost in the determinations. It assures the Chief Engineer having knowledge of formal actions of the Commission and of questions in controversy which might affect the determinations.

All of the data entering into the Chief Engineer's determinations of cost, is correlated and compiled in final form ready for presentation to the Chief Engineer for his approval, and the issuance thereof as his determinations of cost under the contracts. A similar procedure is followed with respect to reports of cost of the Manhattan Railroad Extensions and Additional Tracks.

The legislation creating the Board of Transportation placed upon that body the obligation of completing the construction of the lines to be provided by the City under the Dual Contracts, but did not affect the duty of the Chief Engineer of the Transit Commission to determine the cost thereof. Such costs for labor and materials, real estate and superintendence of the Board of Transportation are reported by that Board and after being audited are compiled in the form required for the determinations. In addition to the costs reported by the Board of Transportation the costs of the Transit Commission in the performance of its duties relating to the construction and equipment provisions of the contracts, and the interest costs to the City in financing construction, are proper elements of cost. Statements of these items are prepared by this division for inclusion in the determinations of cost.

A statement of the progress of the work, the amounts of the costs audited and included in the determinations to the end of the year, and a tabulation showing the approximate expenditures of the City of New York and the companies to June 30, 1934, under Contracts Nos. 1, 2, 3 and 4 and the Related Certificates, follow:

Progress of Work

Contract No. 3—Interborough Rapid Transit Company

The audit and compilation of cost for the four quarters of the year July 1, 1932 to June 30, 1933, were completed during the year

and the determinations were delivered to the Transit Commission and the Interborough Rapid Transit Company. These determinations did not include a redetermination since the Commission and the Company entered into a stipulation permitting the Chief Engineer to render them in advance of his redeterminations of items of the determinations for the fiscal years ended June 30, 1926 to June 30, 1932, to which objections had been filed.

These objections were directed primarily to amounts reported by the Company on account of its cost for the equipment of the City's Railroad which were disallowed by the Chief Engineer. The amount disallowed to June 30, 1933, was \$1,222,508.84. The principal disallowances were \$437,511.48 on account of the amount claimed by the Company for interest on moneys provided for equipment and \$717,002.00 for debt discount claimed to have been incurred in connection with financing the cost of equipment. The redetermination of these items has been deferred in the hope that it would be possible to come to an agreement with the Company thereon and thus save the expense of having the disputed items passed upon by arbitrators or the Court as provided in Contract No. 3.

The audit and compilation of cost for the four quarters of the year July 1, 1933 to June 30, 1934, were substantially completed. It is expected that the determinations will be printed and delivered early in 1935. The work on these determinations, to date, indicates that further disallowances will have to be made in the costs as reported by the Interborough Rapid Transit Company.

Report of Cost—Manhattan Railroad Extensions and Additional Tracks

The audit and compilation of cost to June 30, 1933, were completed and the report of cost delivered to the Transit Commission and the Interborough Rapid Transit Company. The audit and compilation of cost to June 30, 1934, were completed. It is expected that the reports will be printed and delivered early in 1935.

Contract No. 4 and Related Certificates New York Rapid Transit Corporation

The audit and compilation of cost for the four quarters of the year July 1, 1932 to June 30, 1933, were completed during the year and determinations were delivered to the New York Rapid Transit Corporation and the Transit Commission. These determinations

included a redetermination of items objected to by the Company in connection with the determinations to June 30, 1932.

The audit and compilation of cost for the four quarters of the year July 1, 1933 to June 30, 1934, were substantially completed. It is expected that the determinations will be printed and delivered early in 1935.

**Joint Operation of Part of Queensboro Subway Line
Interborough Rapid Transit Company
New York Rapid Transit Corporation
and Joint Use of Corona Yard**

The agreements for the joint operation of a portion of the Queensboro Subway Line and its Extension to Flushing and for the joint use of the Corona Yard, by the Interborough Rapid Transit Company and the New York Rapid Transit Corporation provide that the Chief Engineer of the Commission determine the cost of "Line Equipment" and "Construction" for the portion jointly operated. Such determinations are to be used as the basis of the rentals payable by the New York Rapid Transit Corporation to the Interborough Rapid Transit Company. Determinations of such costs as at the end of each quarter of the year ended June 30, 1933 were completed during the year and delivered to the Companies and the Commission.

**Joint Operation of Parts of Seventh Avenue-Lexington Avenue
Line, Queensboro Subway Line as Extended, and White
Plains Road Line and Joint Use of Corona Yard, by Inter-
borough Rapid Transit Company, Subway and Manhattan
Divisions**

The agreement for the joint operation of the Jerome Avenue Branch of the Seventh Avenue-Lexington Avenue Line and of parts of the Queensboro Subway Line and the White Plains Road Line provides that the Chief Engineer of the Commission determine the cost of "Line Equipment" and "Construction" for the parts of the lines jointly operated. Such determinations are to be used as the basis of the rentals to be paid by the Manhattan Division for the use of the jointly operated facilities. Determinations of the costs as at the end of each quarter of the year ended June 30, 1933, were completed and delivered to the Interborough Rapid Transit Company and the Commission.

No agreement has been reached with respect to the joint operation of the Queensboro Subway Line Extension to Flushing or the joint use of the Corona Yard. Tentative reports were, however, prepared of the facilities jointly operated or used as at the end of each quarter of the year ended June 30, 1933, and delivered to the Company and the Commission.

Determined Cost of Construction and Cost of Equipment of the City Railroad under Contract No. 3, Including Additions and Extensions—Interborough Rapid Transit Company

Determination Number	Period	Company Cost	City Cost	Total
78th to 81st	Four quarters of the year ended June 30, 1933	\$89,556.43	\$344,014.57	\$433,571.00
	Total of determinations previously rendered..	125,079,034.51	117,754,015.20	242,833,049.71
	Total Cost to June 30, 1933, end of 81st Quarter	\$125,168,590.94	\$118,098,029.77	\$243,266,620.71

Report of Cost—Manhattan Railroad Extensions and Additional Tracks—Interborough Rapid Transit Company

	Period	Adjusted Reported Cost
Four quarters of the year ended June 30, 1933		\$72,170.39
Total of reports previously rendered		44,619,526.49
Total of reports of Cost as adjusted to June 30, 1933.....		\$44,691,696.88

Determined Cost of Construction and Cost of Equipment of the City Railroad under Contract No. 4 and Company Railroads under the Related Certificates, Including Additions and Extensions (Includes Cost of Construction and Cost of Equipment of the City Railroad, Cost of Reconstruction of Existing Company Railroads and Cost of Additional Tracks and Extensions of Company Lines)—New York Rapid Transit Corporation

Determination Number	Period	Company Cost	City Cost	Total
78th to 81st	Four quarters of the year ended June 30, 1933	\$854,411.06	\$356,791.66	\$1,211,202.72
	Total of determinations previously rendered..	110,979,805.31	206,939,220.20	317,919,025.51
	Total Cost to June 30, 1933, end of 81st Quarter	\$111,834,216.37	\$207,296,011.86	\$319,130,228.23

Tabulation showing the approximate expenditures to June 30, 1934, made by the City and the Companies in connection with rapid transit lines. The amounts stated under Contracts Nos. 3 and 4 and the Related Certificates are tentative and subject to determination in accordance therewith.

Contracts Nos. 1, 2, 3 and 4 and Certificates Related to Contracts Nos. 3 and 4

City's and Companies' Investment—June 30, 1934—

City's Investment:	
Contracts Nos. 1 and 2	\$66,100,000
Contract No. 3	118,500,000
Contract No. 4	(a) 207,500,000
Total City	(Rounded) <u>\$392,100,000</u>

Companies' Investments:

Interborough Rapid Transit Company:

Contracts Nos. 1 and 2 (City's Railroad)	(b) \$47,000,000
Contract No. 3 (City's Railroad):	
Construction	\$57,944,000
Equipment for initial operation	50,693,000
Additions to Construction	226,000
Additional Equipment	16,473,000

Total, Contract No. 3 (City's Railroad) 125,336,000

Certificates for Company Lines 44,708,000

Total, Interborough Rapid Transit Company (Rounded) \$217,044,000

New York Rapid Transit Corporation:

Contract No. 4 (City's Railroad):

Construction	\$14,306,000
Equipment	36,776,000
Additional Equipment	17,028,000

Total, Contract No. 4 (City's Railroad) \$68,110,000

Reconstruction of Existing Railroads and Additions to Existing

Railroads (Company-owned) 29,358,000

Certificates for Company Lines 15,020,000

Undistributed Costs 67,000

Total, New York Rapid Transit Corporation (Rounded) \$112,555,000

Grand Total, City's and Companies' Investments Contracts Nos. 1, 2, 3 and 4 and Certificates..... (Rounded) \$721,699,000

NOTES.—The above figures for City's investment include expenditures from proceeds of both corporate stock and revenue bonds. The figures for companies' investments under Contracts Nos. 3 and 4 are subject to determination by the Chief Engineer. The figures do not include investments in company-owned railroads prior to March 19, 1913.

(a) Includes deficit during temporary operation of about \$18,131,000.

(b) Includes \$10,650,000 excess cost of Contract No. 2 and cost of terminals.

Valuations and Other Studies for Transit Readjustment

Early in the year the Bureau of Unification and Transit Readjustment was discontinued and its personnel and functions were assigned to the Accounting Department. The major part of these functions, relating to unification and transit readjustment, except those pertaining to physical appraisals, were assigned to this division.

The following estimates and reports were prepared during the year:

Estimates of the recapture prices on various bases of recapturable property provided under Contracts Nos. 3 and 4 and the Related Certificates.

Reproduction cost estimates of non-recapturable properties provided under Contracts Nos. 3 and 4 and the Related Certificates.

Estimates of the present worth to the companies of amounts accruing to them under Contracts Nos. 3 and 4 and the Related Certificates, and of reversionary rights, on the alternative assumptions of continuance of those contracts, and of recapture.

Estimates, and studies, on various bases of matters bearing on the valuations of the Williamsburgh Power Plant Properties.

Numerous other special analyses, studies and estimates on various phases of valuation of the rapid transit and related power properties in the Interborough and Brooklyn-Manhattan Transit systems. Some of these studies were of matters not heretofore covered, and others were for the purpose of bringing former reports and studies down to date.

DIVISION OF VALUATIONS AND MAINTENANCE

The work of the Division of Valuations and Maintenance consists of (1) Activities conducted in connection with Supervisory Powers and Duties of the Commission relating to various provisions of Contracts Nos. 3 and 4 and Related Certificates, which comprise mainly investigating and checking both in the field and in the office, and certifying to the accuracy and propriety of capital expenditures made by the Operating Companies, which expenditures are included in the Chief Engineer's Determinations of Cost, and also similar investigation, check and certification in connection with property retired and replaced; (2) Activities relating to various Regulatory Powers and Duties of the Commission which include investigating and reporting upon matters involving values of physical property, and special matters; and (3) Activities related to Transit Readjustment.

(1) SUPERVISORY DUTIES

Quarterly Statements of Cost

Quarterly statements of capital expenditures and expenditures chargeable to Depreciation Funds established under Contracts Nos. 3 and 4, and the Interborough Extension Certificate, reported to the Commission by the Interborough Rapid Transit Company and the New York Rapid Transit Corporation, together with detail labor and material reports and other supporting data were forwarded to this Division for check as to accuracy, propriety and reasonableness.

The necessary field and office investigations have been completed as to statements covering the period to the end of the June 30, 1934 quarter and are in progress with respect to the quarter ended September 30, 1934.

Interborough Rapid Transit Company—

New Capital Projects

During the year applications for specific authorizations submitted by the Interborough Rapid Transit Company were examined and approved covering the installation of local track signaling on the Subway Division, involving an estimated expenditure of approximately \$140,000.

Work in Progress

Work in progress is represented by approximately 25 jobs showing expenditures for labor and material, engineering and superintendence approximating \$200,000.

Depreciation Fund Bills

Depreciation Fund Bills transmitted to this Division by the Secretary of the Depreciation Fund Board under Contract No. 3, were checked as to accuracy, propriety and reasonableness under the same procedure as employed in connection with capital expenditures.

These bills covered 9 projects classified as replacements, with total expenditures approximating \$180,000. Of these nine projects the two principal ones are (1) Lengthening of the Southbound Express Station Platforms, Jackson Avenue to 177th Street—Lenox-White Plains Road Line, estimated to cost \$74,425; and (2) Rebuilding 48 G. E. type F-H-3 Oil Circuit Breakers to equal type F-H-23 at the 59th Street Power Station, estimated to cost \$76,800.

Maintenance Expenditures

Maintenance expenditures during the year for the Subway Division of the Interborough System amounted to approximately \$9,000,000, of which \$4,400,000 was for Way and Structures and \$4,600,000 for Equipment.

For the Manhattan Division, maintenance expenditures amounted to approximately \$3,800,000 about equally divided between Way and Structures and Equipment.

New York Rapid Transit Corporation—**New Capital Projects**

During the year, there were approximately 49 authorizations submitted to the Commission by the New York Rapid Transit Corporation for new capital projects which were examined and approved, involving an estimated expenditure of \$606,000.

Work in Progress

Work in progress during the year is represented by approximately 75 jobs involving a total estimated expenditure of about \$1,400,000.

Depreciation Fund Bills

During the year, 49 bills on the Depreciation Funds under Contract No. 4 in the amount of approximately \$263,000 covering replacements were checked as to accuracy, propriety and reasonableness.

The principal project for which payment was made from Depreciation Funds was Local Track Signaling on the Fulton Street and Myrtle Avenue Lines.

Maintenance Expenditures

Maintenance expenditures during the year approximated \$4,100,000 of which \$2,100,000 was for Way and Structures and \$2,000,000 for Equipment.

(2) REGULATORY MATTERS

During the year, this Division has made studies and estimates and otherwise assisted the Legal Department of the Commission in connection with the following regulatory matters:

(1) Possible recapture of the Sixth Avenue Line of the Hudson and Manhattan Railroad considered necessary in the event of construction of the Sixth Avenue Line of the City's Independent System.

(2) Readjustment of the franchise rental for the Pennsylvania Railroad Company's tunnels under public domain in the Boroughs of Manhattan and Queens.

(3) Removal of the Elevated Structures from lower Fulton Street, Adams Street and High Street and Sands Street in the Borough of Brooklyn, owned by the New York Rapid Transit Corporation.

(3) TRANSIT READJUSTMENT—VALUATION PROJECTS—PHYSICAL APPRAISALS

During the year work was continued making estimates and special studies and investigations of the properties of the Rapid Transit Companies which may be included in a plan or plans for unification, and securing and compiling material required in bringing up to date the data contained in the Report on Valuations prepared by the Bureau of Unification and Transit Readjustment in 1931.

The material which had previously been prepared in making

physical appraisals, embracing basic data and estimates pertaining to inventories, book costs, original cost, reproduction cost and depreciation, was supplemented during the year by additional studies considered to be appropriate or necessary in order to give proper recognition to changes in the properties, to changes in economic and other pertinent conditions, to independent land appraisals, inventories and estimates of reproduction cost and depreciation made by experts retained by the companies, and to criticisms received from various sources.

In the determination of degree of detail, subjects covered, type of records and the form of presentation, the governing factors have been the instructions and probable needs of the Commission, the convenience of other public officials and of the public, and the requirements anticipated in the way of formal proof.

Some of the special studies in progress during the year were as follows:

(1) Appraisal of the Light, Air and Access easements on the basis of 1934 assessed valuation of real estate of the Original "Existing" Railroad—New York Rapid Transit Corporation, and the Original "Existing" Manhattan Railroad of the Interborough Rapid Transit System.

(2) A comparative study of the Depreciation as estimated by the Company's Appraisal Engineers and the Bureau of Unification and Transit Readjustment respectively for the Existing Railroad of the New York Rapid Transit Corporation and the Williamsburgh Power Plant Corporation.

(3) Analysis of the estimates of depreciation as of June 30, 1930, for the rapid transit railroads and related power plant properties in the City of New York made by the staff of the Commission.

(4) A comprehensive study and report was prepared of Recapturable and Non-Recapturable, City and Company-owned Power Station and Sub-station equipment of the Interborough System.

(5) Summaries were prepared of revised estimates as of June 30, 1932, and tentative estimates as of June 30, 1934, of cost, reproduction costs and depreciation of the physical properties of the Original "Existing" Railroad—New York Rapid Transit Corporation, Williamsburgh Power Plant Corporation, Original "Existing" Manhattan Railroad, and Contracts Nos. 1 and 2. Upon completion of the study and investigation of unit prices obtaining during the year 1934, summary adjusted estimates as of June 30, 1934, will be prepared. There have been no comprehensive field checks of inventories or appraisals of landed capital since 1931.

During a substantial portion of the year, the Chief of the Division was assigned to assist the Corporation Counsel of the City of New York in the defense of an important suit for heavy damages against the City arising out of a contract for the construction of one of the sections of the Contract No. 3 railroad. This assistance was rendered in connection with preparation for trial, the trial itself and the preparation of a brief after the close of the trial.

AUDIT OF OPERATIONS UNDER DUAL SUBWAY CONTRACTS AND CERTIFICATES

During the year, the Division of Field Audits made a continuous audit of the books, accounts and records of the Interborough Rapid Transit Company and the New York Rapid Transit Corporation for the purpose of verifying the Results of Operation of these Companies under the Dual System Contracts and Related Certificates.

The Division also made an audit of the Operating Revenues and Expenses of the Williamsburgh Power Plant Corporation for the three-year period beginning July 1, 1931, and ended June 30, 1934, to determine the net operating income for use in connection with the valuation of the Power Plants, Sub-stations and other properties of that Company.

In addition, the Division co-operated to the fullest extent with the representatives of the Special Counsel to the City of New York in connection with transit matters and furnished data at various times throughout the year with respect to particular phases of fixed capital and operations of the companies operated under the Dual System Contracts and Certificates.

Disputed Items—Interborough Rapid Transit Company

The Commission has filed formal objections to the statements and accounts of Results of Operation under Contract No. 3 and the Extensions Certificate, amounting to \$3,772,988.57 to June 30, 1934, after consideration of certain adjustments emanating from discussions between the representatives of the Commission and the Company, which are apportioned as follows:

	Total	Contract No. 3 (Subway Division)	Extensions Certificate (Manhattan Division)
I—Revenues excluded from Results of Operation under Contract No. 3.....	\$245,448.89	\$245,448.89	.....
II—Deductions from Revenues.....	3,274,079.96	1,997,315.40	\$1,276,764.56
III—Interest claimed to June 30, 1934, in connection with Formal Objections.....	253,459.72	204,152.02	49,307.70
Total of Formal Objections and Adjustments, with Interest, to June 30, 1934..	<u>\$3,772,988.57</u>	<u>\$2,446,916.31</u>	<u>\$1,326,072.26</u>

Negotiations are now in progress between the Commission and the Receiver of the Interborough Rapid Transit Company for an amicable settlement of the items in controversy which, with few exceptions, occur in the period from July 1, 1929 to June 30, 1934.

Disputed Items—New York Rapid Transit Corporation

The formal objection filed under date of October 5, 1932, with respect to charges made to Operations under Contract No. 4 and the 95th Street Extension of Contract No. 4 Lines on account of allocation, in part, of (1) Salaries of Chairman of Board of Directors, Chairman of Finance Committee, and Consultant, Brooklyn-Manhattan Transit Corporation, and (2) Salaries and Expenses of office of Chairman, Board of Directors, Brooklyn-Manhattan Transit Corporation, New York City, was adjusted and settled by stipulation between the Commission and the Company, dated June 20, 1934.

The items in controversy between the Commission and the Company with respect to charges to Operations under Contract No. 4, have all been adjusted with the exception of the excess charges on account of Federal income taxes and the legal expenses incurred in the litigation of such taxes. The viewpoints of the Commission and the Company with regard to these items have been set forth in conferences between the representatives of the Commission and the Company. Another conference is to be held in the near future and, in the event that the Company remains adamant in its contentions, formal objections amounting to over \$900,000 will be filed by the Commission to the statements and accounts of Results of Operation under Contract No. 4.

The New York Rapid Transit Corporation's reported deficit under Contract No. 4 at June 30, 1934, was \$3,486,948.87, but this deficit is subject to adjustment by reason of the excess charges to Operations on account of Federal income taxes and related legal expenditures.

CITY'S DEFICITS UNDER CONTRACTS NOS. 3 AND 4**Contract No. 3:**

City's Gross Adjusted Deficit at June 30 1933.....		\$164,523,174.16
Charges during Fiscal Year ended June 30, 1934:		
8.76% on City's Investment for initial operation		
and interest plus 1% sinking fund on additions..	\$10,219,076.43	
Interest on Cumulative Deficit.....	6,459,017.62	16,678,094.05
City's Gross Deficit at June 30, 1934.....		<u>\$181,201,268.21</u>
Payments to City of New York:		
For period January 1, 1919 to June 30, 1933.....	\$18,871,775.88	
For Fiscal Year ended June 30, 1934.....	317,538.36	19,189,314.24
City's Net Deficit at June 30, 1934.....		<u>\$162,011,953.97</u>

Contract No. 4:

City's Adjusted Deficit at June 30, 1933.....	\$108,264,343.56
Charges during Fiscal Year ended June 30, 1934.....	10,715,894.58
City's Deficit at June 30, 1934.....	<u>\$118,980,238.14</u>

The deficit resulting from City's charges in connection with Contract No. 4 during the period of temporary operation, August 4, 1913 to August 1, 1920, amounting to \$18,131,033.39, was added to cost of construction in accordance with the provisions of Article LII of Contract No. 4.

**ASSETS OF CONTRACTS NOS. 3 AND 4 ENTERPRISES,
JUNE 30, 1934**

	Contract No. 3 Enterprise	Contract No. 4 Enterprise
Materials and Supplies	\$1,710,127.94	\$1,826,404.88
Cost of securities deposited with State Industrial Commission to enable Companies to act as self-insurers under Workmen's Compensation Act	1,263,000.00	698,177.30
Totals	<u>\$2,973,127.94</u>	<u>\$2,524,582.18</u>

The City of New York has a prior lien on the Assets of Contract No. 3 Enterprise until its cumulative deficit is wiped out, and the New York Rapid Transit Corporation has a prior lien on the Assets of Contract No. 4 Enterprise until such time as its deficit from operations is extinguished.

DEPRECIATION FUNDS**Contract No. 3 and Extensions Certificate—****Interborough Rapid Transit Company**

The total of the Depreciation Funds under Contract No. 3 at June 30, 1934, was \$5,685,332.28, of which \$5,450,337.47 was invested in securities, leaving a cash balance of \$234,994.81, of which \$15,-978.89 (later reduced to \$14,203.47) is on deposit with the Bank of United States awaiting liquidation by the Superintendent of Banks, State of New York.

The Depreciation Fund under the Extensions Certificate at June 30, 1934, amounted to \$250,000, of which \$232,886.76 was invested in securities, leaving a cash balance on hand of \$17,113.24.

Contract No. 4—New York Rapid Transit Corporation

The total of the Depreciation Funds under Contract No. 4, exclusive of the 95th Street Extension, at June 30, 1934, was \$9,086,-151.48, of which \$9,014,823.72 was invested in securities, leaving a cash balance on hand of \$71,327.76.

The Depreciation Fund created during the fiscal year for the 95th Street Extension amounted to \$35,000.00 at June 30, 1934, of which \$28,200.00 was invested in securities, leaving a cash balance on hand of \$6,800.00.

INCOME FROM DEPRECIATION FUNDS FOR FISCAL YEAR ENDED JUNE 30, 1934

Interborough Rapid Transit Company:		
Contract No. 3.....	\$225,592.15	
Extensions Certificate	8,010.66	
		<hr/>
		\$233,602.81
New York Rapid Transit Corporation—Contract No. 4.....		384,874.86
		<hr/>
Total (Included in Revenue).....		<u>\$618,477.67</u>

Tentative Provisions for Depreciation for Fiscal Year Ending June 30, 1935

In accordance with stipulations entered into between the Commission and the Interborough Rapid Transit Company and the New York Rapid Transit Corporation, tentative payments into the depreciation funds during the fiscal year ending June 30, 1935, are provided for as follows: Contract No. 3, \$500,000; Extensions Certificate, \$50,000; Contract No. 4, \$800,000, of which \$5,000 is applicable to the 95th Street Extension.

MEMBERS OF DEPRECIATION FUND BOARDS

Contract No. 3 and Extensions Certificate

Robert Adamson, Chairman; Frank Hedley and Thomas J. McGann.

Contract No. 4

Maurice E. Biederman, Chairman; W. S. Menden and James B. Walker.

DIVISION OF STATISTICS AND ACCOUNTS**Duties of Division**

The Division of Statistics and Accounts receives, examines and analyzes the monthly, quarterly and annual reports filed by common carriers subject to the jurisdiction of the Transit Commission, together with such other additional information as may be required in connection with the data contained in these reports.

As of December 31, 1934, there were 68 companies reporting to the Commission, classified as follows:

Street Railways:

Operating companies	17
Inactive companies	2
Lessor companies	12
<hr/>	
Total Street Railway Companies.....	31
Bus Companies	30
Steam Railroad Companies.....	7
<hr/>	
Total	68
<hr/>	

In addition monthly reports of operation were received from the City of New York-Independent System.

The work of the Division falls into two broad classes: (1) Critical examination of the reports, particularly from the standpoint of the Uniform System of Accounts; (2) compilation of the data contained in the reports.

These reports are examined to determine their arithmetical accuracy, and to ascertain whether the companies are keeping their records in accordance with the provisions of the Uniform System of Accounts and with fundamental accounting principles. All errors and violations are formally presented to the companies for correction and revision.

In connection with the statistical phases of the work, there are prepared: (1) monthly statements of the results of operation which are distributed to the public in white-print form; (2) quarterly statements of results of operation together with balance sheets and operating statistics published in pamphlet form; the pamphlets for June and December contain similar information for the fiscal and calendar years respectively, as well as statements of fares collected

on each station of the railroads operated respectively by the Interborough Rapid Transit Company, the New York Rapid Transit Corporation and the City of New York-Independent System; (3) statistical section for the Commission's Annual Report; (4) other annual financial and statistical information.

Special reports and analyses required for the use and information of the Commission were prepared in connection with capitalization and other financial matters coming before the Commission during the year.

Numerous financial and traffic tabulations for the use of various Departments of the City of New York, civic bodies and the general public were prepared by the Division of Statistics and Accounts during the year.

The Division also handles all financial and statistical matters in connection with applications for Certificates of Public Convenience and Necessity, as well as similar matters pertaining to the motorization of trolley lines. All matters relating to public liability insurance pursuant to the authority vested in the Commission by Section 61, Paragraph 13a, of the Public Service Law are referred to this Division.

Passenger Statistics

The following table shows the number of passengers carried on rapid transit and street surface railways during the fiscal years ended June 30, 1931 to 1934, inclusive; also the number of passengers carried by the Hudson & Manhattan Railroad Company (part of which traffic is outside the City limits) and bus companies reporting to the Commission:

FARE PASSENGERS

	Fiscal Year Ended June 30		Increase or (D) Decrease 1934 over 1933	
	1931	1932	1933	1934
			Number	Per Cent
Rapid Transit Lines				
I. R. T.—Subway Division	973,302,920	919,459,670	836,505,203	D 26,208,875
I. R. T.—Elevated Division	327,368,103	293,691,687	247,610,919	D 27,010,172
Total, I. R. T. Co.	1,300,671,023	1,213,151,357	1,084,116,122	D 53,219,047
New York Rapid Transit (B. M. T.)	695,228,600	653,824,410	612,995,667	D 6,561,462
Total, I. R. T. and N. Y. R. T.	1,995,899,683	1,866,975,767	1,697,111,789	D 59,780,509
City of New York—Independent System (from 9/10/32) .....	.....	.....	59,081,550	102,576,613
Total, Rapid Transit	1,995,899,683	1,866,975,767	1,756,193,339	42,796,104
Street Surface Lines				
Manhattan	245,297,613	227,888,500	193,747,343	D 10,508,453
The Bronx	151,281,764	139,315,124	125,828,290	D 2,268,727
Brooklyn	438,345,506	411,623,974	364,491,594	D 13,417,764
Brooklyn-Williamsburgh Bridge Line	8,320,503	47,646,961	42,169,176	D 8,728,085
Queens (excl. B. & Q. T.)	50,660,389	6,624,134	5,639,191	D 2,906,423
Richmond	7,602,437	.....	.....	D 51,54
Total, Street Surface	901,708,302	833,098,693	731,875,594	D 37,829,452
Total, Rapid Transit and Street Surface..	2,897,607,985	2,700,074,460	2,488,068,933	4,966,652
Hudson & Manhattan R. R. Co.	101,626,942	90,320,135	78,051,350	D 1,740,204
Bus Lines (a)				
Fifth Avenue Coach Company	55,352,535	51,042,362	40,035,070	D 1,246,939
East Side Omnibus Corporation (b) .....	.....	.....	230,114	19,640,732
Avenue B. & East B'way Transit Co., Inc. (c) ..	.....	.....	827,310	2,659,026
Surface Transportation Corporation	42,172,075	42,890,689	39,644,386	D 2,352,611
Brooklyn Bus Corporation (d)	11,029,848	50,931,289	59,537,602	D 3,858,362
Nassau Bus Line, Inc.	1,522,206	1,451,338	1,323,503	D 26,594
Jamaica Buses, Inc. (e) .....	.....	.....	.....	7,950,961
Staten Island Coach Company, Inc. (f) .....	.....	.....	.....	5,663,118
Tompkins Bus Corporation	20,234,450	19,552,674	18,462,053	D 623,984
New Dorp Beach Bus Service	399,585	365,136	398,430	13,364

Suburban Bus Co., Inc. (g)	215,188	1,408,388	1,731,383	322,995	22.93
Bus Lines Operated by Street Surface Ry. Cos.:					
Westchester Electric R. R. Co. (h)	1,314,784	3,219,104	2,614,949	D 59,453	D 2.22
Jamaica Central Rys., Inc. (i)	567,612	732,637	270,581	D 420,298	D 60.84
Total	132,593,095	170,420,417	200,611,016	35,378,879	21.41
Grand Total, excl. "Other Bus Cos."	3,131,828,022	2,960,815,012	2,769,957,747	38,605,327	1.41
Other Bus Companies (j)			114,997,141		
Grand Total, incl. "Other Bus Companies"			2,884,954,888		

(a) Bus companies, which were operating without a franchise at June 30, 1934 and for which comparable figures in years prior to 1934 are not available, are shown below under "Other Bus Companies."

(b) These lines were operated by the Second Avenue Railroad Corporation, a street surface company, prior to June 26, 1933.

(c) The Avenue B & East Broadway Transit Co., Inc., operates over two of the routes formerly operated by the Dry Dock, East Broadway & Battery Railroad Co.

(d) Began operation of first route on December 15, 1929; now operates twenty-one routes, of which seventeen were begun between August 10, 1931, and December 1, 1931, and the last one on September 1, 1933.

(e) The Jamaica Buses, Inc., commenced operation on November 12 and 26, respectively, of lines formerly operated by the Jamaica Central Railways, Inc. Trolley operation of the latter company is included with street surface lines and bus operation (Hook Creek to Far Rockaway) with bus lines.

(f) The Staten Island Coach Co., Inc., commenced operation between December 31, 1933, and January 26, 1934 of the six lines formerly operated by the Richmond Railways, Inc.

(g) Operates chiefly in Westchester Co.; one route extends into the Bronx.

(h) The Westchester Electric R. R. Co. replaced trolley operation on five of its lines with bus operation between October 29, 1930, and March 15, 1931.

(i) See note (e).

(j) See note (a).

Results of Operation

The following Comparative Statement summarizes the results of operations of the rapid transit and street surface railway companies, inclusive of City of New York-Independent System, and exclusive of the Hudson & Manhattan Railroad Company, for the fiscal years 1934 and 1933, on the basis of adjustments in operating expenses for those surface companies whose rules for maintenance and depreciation have resulted in operating expenses being understated, and in addition shows net corporate income as actually reported:

	Fiscal Year		Increase or (D) Decrease
	1934	1933	
Passenger fares	\$124,467,289.79	\$124,299,476.88	\$167,812.91
Other operating revenues	8,801,990.96	9,942,033.96	D 1,140,043.00
Total street railway operating revenues	\$133,269,280.75	\$134,241,510.84	D \$972,230.09
Street railway operating expenses—as adjusted	\$86,908,087.62	\$88,893,230.00	D \$1,985,142.38
Street railway taxes	7,244,040.70	6,823,718.52	420,322.18
Income from street railway operations—as adjusted	\$39,117,152.43	\$38,524,562.32	\$592,590.11
Income from outside operations.....	28,224.17	34,329.35	D 6,105.18
Other income	2,598,133.90	2,953,087.84	D 354,953.94
Gross income—as adjusted....	\$41,743,510.50	\$41,511,979.51	\$231,530.99
Fixed charges	34,521,399.41	35,763,481.27	D 1,242,081.86
Net Corporate Income—as adjusted	\$7,222,111.09	\$5,748,498.24	\$1,473,612.85
Excess maintenance not included in operating expenses by surface railway companies .....	.....	701.92	D 701.92
Net Corporate Income—as reported	\$7,222,111.09	\$5,749,200.16	\$1,472,910.93

The results of operation of the eleven bus companies now operating under franchises, and of the bus operations of two street railway companies, stated in the preceding tabulation of Passenger Statistics, for the fiscal years 1934 and 1933, are as follows:

	Fiscal Year		Increase or (D) Decrease
	1934	1933	
Passenger fares	\$12,255,332.10	\$10,519,804.02	\$1,735,528.08
Other operating revenue.....	325,180.20	329,281.66	D 4,101.46
Total operating revenues.....	\$12,580,512.30	\$10,849,085.68	\$1,731,426.62
Total operating expenses.....	\$10,135,602.09	\$8,769,786.60	\$1,365,815.49
Taxes	1,376,388.44	990,507.02	385,881.42
Income from bus operations..	\$1,068,521.77	\$1,088,792.06	D \$20,270.29
Other income	125,166.05	189,274.74	D 64,108.69
Gross Income	\$1,193,687.82	\$1,278,066.80	D \$84,378.98
Fixed charges	758,171.82	663,976.32	94,195.50
Net corporate income.....	\$435,516.00	\$614,090.48	D \$178,574.48

The results of operation of the nineteen other bus companies now operating without franchises are given below for the fiscal year 1934 only. These companies were granted franchises by the City of New York during 1933 for terms of one year which expired prior to June 30, 1934. Operating results for 1933 reported to the Commission, with few exceptions, reflect operation only during varying portions of that year and are therefore not comparable with 1934.

	Fiscal Year 1934
Passenger fares	\$6,342,821.76
Other operating revenues.....	230,607.19
Total operating revenues.....	\$6,573,428.95
Total operating expenses	\$5,322,622.72
Taxes	984,673.55
Income from bus operations.....	\$266,132.68
Other income	11,172.64
Gross income	\$277,305.32
Fixed charges	219,090.55
Net corporate income.....	\$58,214.77

Capitalization Cases During the Year

Under the terms of the Public Service Law, companies under the jurisdiction of the Commission may issue securities payable at periods of more than 12 months after the date of issue, provided that there shall have been secured from the Commission an order authorizing such issue. During the year 1934 the Transit Commission gave consideration to the proposed issuance of securities by several of the corporations reporting to it, holding a number of hearings upon the applications presented and adopting orders in relation thereto.

The following applications for issues of securities received the approval of the Commission:

Case No. 3152.—The Jamaica Buses, Inc., on December 16, 1933, applied to the Commission for permission to issue its promissory note for \$67,960, bearing interest at 6% and payable in forty-eight equal monthly installments in part payment of the purchase price of

eight new omnibuses. The Commission granted the application by order dated January 17, 1934.

Case No. 3167.—*The New York Rapid Transit Corporation* on February 19, 1934, applied to the Commission for an order authorizing and consenting to the issue of \$800,000 face value of its First and Refunding Mortgage 6% Sinking Fund Gold Bonds, Series A, due July 1, 1968, under its First and Refunding Mortgage, and for the sale thereof at a price of 100% of the principal amount and accrued interest to meet accruing obligations under Contract No. 4 and Related Certificates. The Commission granted the application by Order dated March 14, 1934, the consent and authority to apply only to such of said bonds as shall be issued prior to April 15, 1935, and the bonds to be sold to the Depreciation Fund Board.

Case No. 3171.—*The Jamaica Buses, Inc.*, on March 19, 1934, applied to the Commission for authority to issue its promissory note in total principal amount of \$42,475, payable in forty-eight equal monthly installments in part payment of the purchase price of six new omnibuses. The Commission approved the application by Order dated April 12, 1934. The amount of the Promissory Note was increased by \$259.72 by Amendatory Order dated June 20, 1934.

Case No. 3172.—*The Schenck Transportation Company, Inc.*, on March 1, 1934, applied to the Commission for authority to issue twenty-two (22) installment promissory notes, the total face amount of which shall not exceed \$605, in part payment of the purchase price of two bus registers, payable in monthly installments. The Commission approved the application by Order dated March 29, 1934.

Case No. 3173.—*The Staten Island Coach Company, Inc.*, on April 14, 1934, applied to the Commission for authority to issue a promissory note in total amount of \$56,341.18, payable in sixty equal monthly installments in part payment of the purchase price of seven (7) new omnibuses. The Commission approved the application by Order dated May 2, 1934.

Case No. 3174.—*The Madison Avenue Coach Company, Inc.*, by petition dated April 17, 1934, and supplemental petitions dated May 25, 1934 and September 29, 1934, applied to the Commission for authority to issue 10,000 shares of its capital stock without par value. On December 19, 1934, the Commission adopted an order

authorizing the issuance of this stock for cash at \$33 per share, the proceeds to be applied to the following purposes:

(1) For down payment of 20% on 77 buses at \$12,250 each..	\$188,650.00
(2) For down payment of non-revenue equipment.....	14,864.00
(3) For materials and supplies.....	23,100.00
(4) For shop and garage equipment.....	10,000 00
(5) For repayment of loan from New York Railways Corporation to make security deposit with City of New York under franchise contract.....	20,000.00
(6) For initial payment into an injuries and damage fund....	25,000.00
(7) For repayment of loans used for capital purposes.....	5,528.78
(8) For legal expenses in connection with acquisition of franchise and certificate of convenience and necessity.....	15,000.00
(9) For cash working capital.....	27,857.22
Total	\$330,000.00

Case No. 3175.—The Fifth Avenue Coach Company and the New York Railways Corporation, by joint petition dated April 17, 1934, and supplemental petitions dated May 25, 1934 and September 29, 1934, applied to the Commission for authority to purchase for the Fifth Avenue Coach Company 6,250 shares, and for the New York Railways Corporation 3,750 shares, of the 10,000 shares of the no par value capital stock of the Madison Avenue Coach Company, Inc. On December 19, 1934, the Commission adopted an order granting the authority applied for and specifying the price to be paid by the purchasers to the Madison Avenue Coach Company, Inc., as \$33 per share.

Case No. 3183.—The Avenue B and East Broadway Transit Company, Inc., applied to the Commission for authority to issue 250 shares of 6% cumulative preferred capital stock for cash at par of \$100 per share. The Commission granted the application by order dated September 5, 1934. The proceeds are to be applied for working capital.

Case No. 3189.—The Madison Avenue Coach Company, Inc., on December 17, 1934, applied to the Commission for authority to issue forty-eight (48) 6% installment promissory notes in the total face amount of \$780,241, in payment of the balance of the purchase price of seventy-seven (77) 40-passenger buses. The proposed issue is to consist of forty-seven (47) notes, each to be in amount of \$9,-288.60 and to mature one each month successively, commencing with the first maturing on or about February 1, 1935; the forty-eighth note is to be in the amount of \$343,676.80 and to mature on or about January 2, 1939.

The Commission granted the application by order dated December 21, 1934.

OTHER FINANCIAL MATTERS

Transfer of Franchises and Other Property of the Twenty-third Street Railway Company and The Bleecker Street and Fulton Ferry Railroad Company to New York Railways Corporation

On June 21, 1934, the New York Railways Corporation applied to the Commission for an order authorizing and approving, under Section 54 of the Public Service Law and other applicable provisions of law, the transfer and conveyance of the franchises and other property of the Twenty-third Street Railway Company, described in a judgment of foreclosure and sale made on May 8, 1934, in the Supreme Court, County of New York, in *Bankers Trust Company, etc. v. Twenty-third Street Railway Company, et al.*

The Commission granted the application by order in Case 3180 dated July 2, 1934, subject to the following reservations:

(1) In the event that the petitioner shall attempt to issue stocks, bonds, notes or other evidences of indebtedness under Section 55 of the Public Service Law for the acquisition of the property of the Twenty-third Street Railway Company, or to reimburse its treasury for the expenditures in connection with such acquisition, the price paid for such property at the foreclosure sale shall not be the sole governing factor, but petitioner shall furnish adequate proof that the property so acquired shall have a value at least equal to such price.

(2) The Commission shall not be bound by the price paid by the petitioner at the foreclosure sale in any rate, service or other proceeding in which such price may be an issue, but petitioner shall furnish adequate proof that the property so acquired shall have a value at least equal to such price.

On November 2, 1934, the New York Railways Corporation applied to the Commission for an order authorizing and approving, under Section 54 of the Public Service Law and other applicable provisions of law, the transfer and conveyance of the franchises and other property of The Bleecker Street and Fulton Ferry Railroad Company, described in a judgment of foreclosure and sale made on October 19, 1934, in the Supreme Court, County of New York, in *Guaranty Trust Company of New York v. The Bleecker Street and Fulton Ferry Railroad Company, et al.*

The Commission granted the application by order in Case 3188 dated November 14, 1934, subject to two reservations similar to those described above in connection with the acquisition by the New York Railways Corporation of the franchises and other property of the Twenty-third Street Railway Company, Case No. 3180.

Certificates of Public Convenience and Necessity

The Fifth Avenue Coach Company on December 28, 1933, applied to the Commission for a Certificate of Convenience and Necessity for the following omnibus routes, described in detail in the franchise contract between the City of New York and the Fifth Avenue Coach Company, dated December 26, 1933:

- Route M-26—West 31st Street, Pennsylvania Station
- Route M-27—Broadway
- Route M-28—St. Nicholas Avenue
- Route M-29—Edgecombe Road
- Route M-30—East Ninth Street and East Tenth Street
- Route M-31—Jackson Heights
- Route M-32—Morningside Avenue and Convent Avenue
- Route M-33—Riverside Drive
- Route M-34—Fort Washington Avenue
- Route M-35—Eighth Avenue and 57th Street
- Route M-36—East side of Mt. Morris Park
- Route M-37—Thompson and Bleecker Streets
- Route M-38—East 57th Street
- Route M-39—East 72d Street

The Commission granted the Certificate of Convenience and Necessity for the above routes by Order dated April 5, 1934, in Case 3153, for the term of 25 years from December 30, 1933, as provided in the aforementioned franchise contract.

Tompkins Bus Corporation.—The Commission by order adopted February 21, 1934, directed the Tompkins Bus Corporation to show cause why the Certificate of Public Convenience and Necessity issued to it on May 16, 1928, by the Commission should not be revoked or suspended for non-compliance with conditions prescribed by said Certificate, etc.

By order dated April 21, 1934, in Case 3164, the Commission ordered that the Tompkins Bus Corporation operate the service and the number of buses indicated as required for such service as shown on its schedules filed with or to be filed with the Commission, in accordance with the orders, rules and directions of the Transit Commission.

One of the conditions under which the Order was made, directed the Company to acquire, equip and put in operation sixty-six (66)

new omnibuses of a type, required by, and equipped to comply with, the order of the Transit Commission in Case 3133, dated January 26, 1934, three of said sixty-six new buses to be provided on or before April 27, 1934, ten additional buses on or before June 1, 1934, twenty additional buses on or before July 1, 1934, and the balance of the sixty-six new buses to be provided on or before September 1, 1934.

The Avenue B and East Broadway Transit Company, Inc., was granted a certificate of Public Convenience and Necessity by the Commission on September 5, 1934, by Order in Case 3181 for the following routes in the Borough of Manhattan:

Route No. M-8, Grand Street Crosstown
Route No. M-9, Avenue B and East Broadway

The Certificate of Public Convenience and Necessity is for the term of 10 years from March 21, 1934, as provided in the franchise contract with the City of New York.

The Madison Avenue Coach Company, Inc., was granted a Certificate of Public Convenience and Necessity to operate omnibuses over Route No. M-25, Fourth and Madison Avenues, by order of the Commission dated December 19, 1934, in Case 3157. Length of route, 9.29 miles. This omnibus route substantially supersedes the trolley operation of the Fourth and Madison Avenue line presently operated by the New York Railways Corporation. The Certificate of Public Convenience and Necessity is for the term of 25 years from December 26, 1933, as provided in the franchise contract with the City of New York.

TARIFF AND FRANCHISE BUREAU

During the year 1934, 708 tariffs or supplements to tariffs were filed with the Transit Commission by steam railroads, street surface railroads, rapid transit companies and bus lines. The number filed during the year was 119 less than filed during 1933.

Of the tariffs and supplements received during the year 587 related to freight rates on steam railroads, 107 related to passenger rates on steam railroads, 14 related to fares and other charges on street railroads, bus lines and rapid transit lines.

On January 3, 1934, the Staten Island Coach Company, Inc., filed a supplemental tariff showing the operation of its South Beach line, due to the replacement of trolley cars formerly operated by the Richmond Railways, Inc.

On January 11, 1934, the Staten Island Coach Company, Inc., filed a supplemental tariff showing operation of its Castleton Avenue Bus Line, effective January 14, 1934.

On February 7, 1934, the Staten Island Coach Company, Inc., filed its tariff showing the operation of all its bus lines in Staten Island, effective on various dates, on account of discontinuance of trolley operations by the Richmond Railways, Inc.

On May 28, 1934, the Brooklyn and Queens Transit Corporation filed revised sheets providing for (1) extension of the Metropolitan Avenue Line single fare zone to Woodhaven Boulevard, (2) the discontinuance of operation of the 65th Street-Fort Hamilton Line due to the extension of the Third Avenue Line to Fort Hamilton over the same route, (3) the extension of the single fare zone on the Third Avenue Line north from 60th Street and Third Avenue to 39th Street and Third Avenue, and (4) to show the present route of the Coney Island Avenue Line, effective June 25th, 1934.

On May 28, 1934, the New York Rapid Transit Corporation transmitted revised sheets to its Local and Joint Passenger Tariff No. 1, filed on account of the discontinuance by the Brooklyn and Queens Transit Corporation of the 65th Street-Fort Hamilton Line and the extension of the Third Avenue Line to Fort Hamilton, which provides for a transfer connection at 86th Street and Third Avenue, effective June 25, 1934.

On May 28, 1934, the Brooklyn Bus Corporation transmitted revised sheets to its Local and Joint Passenger Tariff No. 1, filed

on account of the discontinuance by the Brooklyn and Queens Transit Corporation of the operation of the 65th Street-Fort Hamilton Line and the extension of the Third Avenue Line to Fort Hamilton, and the extension of the single fare zone on the Metropolitan Avenue Line to Woodhaven Boulevard, making provisions for transfers between the companies, effective June 25, 1934.

On September 20, 1934, the Brooklyn and Queens Transit Corporation filed revised sheets to its Local and Joint Passenger Tariff providing for the discontinuance of the Wilson Avenue-Brooklyn Bridge Line and substituting therefore the Flushing Avenue Line; combining the operation of the Sumner Avenue Line to be known as the Sumner-Sackett Street Line, and extending the Eighth Avenue Line to 86th Street and 14th Avenue, effective October 21, 1934.

On October 11, 1934, the Brooklyn and Queens Transit Corporation filed revised sheets to its Local and Joint Passenger Tariff providing for the extension of the 86th Street Line from Fifth Avenue and 38th Street to Flatbush Avenue, effective November 11, 1934.

On October 23, 1934, the Avenue B & East Broadway Transit Co., Inc., transmitted its Local and Joint Passenger Tariff No. 2, which provided for the inauguration, under the franchise dated July 19, 1934, and the Certificate of Convenience and Necessity granted by this Commission on September 11, 1934, of bus service on the Avenue B Line and the Grand Street Crosstown Line, effective September 11, 1934.

On December 17, 1934, the Brooklyn Bus Corporation transmitted revised sheets to its Local and Joint Passenger Tariff providing for the extension of the Metropolitan Avenue Line fare zone, of the Brooklyn and Queens Transit Corporation, to Union Turnpike, and making changes in the transfer points, effective January 15, 1935.

On December 17, 1934, the Brooklyn and Queens Transit Corporation transmitted revised sheets to its Local and Joint Passenger Tariff providing for the extension of the Metropolitan Avenue Line fare zone to Union Turnpike, effective January 15, 1935.

On April 5, 1934, the Commission issued to the Fifth Avenue Coach Company a Certificate of Convenience and Necessity to operate buses over the following routes:

M-26—West 31st Street-Pennsylvania Station
M-27—Broadway
M-28—St. Nicholas Avenue
M-29—Edgecombe Road
M-30—East 9th and East 10th Streets
M-31—Jackson Heights
M-32—Morningside and Convent Avenues
M-33—Riverside Drive
M-34—Ft. Washington Avenue
M-35—Eighth Avenue and 57th Street
M-36—East Side of Mt. Morris Park
M-37—Thompson and Bleecker Streets
M-38—East 57th Street
M-39—East 72nd Street

On December 19, 1934, the Commission issued a Certificate of Convenience and Necessity to the Madison Avenue Coach Company, Inc., to operate buses on the Fourth and Madison Avenue Route, over which street car lines were previously operated by the New York Railways Corporation.

This Bureau has received and answered during the year a total of 10,071 requests for information; 2,471 by mail and approximately 7,600 by telephone, as to the name of the railroad operating a particular car line, bus line or rapid transit line; these figures also include information as to the control and maintenance of exits and entrances to the rapid transit lines and steam railroads, which is generally required by lawyers in connection with claims for accidents or damages against common carriers.

57 subpoenas duces tecum, for the production in court of certain tariffs, franchises and other records were handled by this Bureau during the year.

The Legislature enacted Chapter 286, Laws of 1934, which became effective April 24, 1934, amending Section 18 of the Public Service Law and provided for certain fees to be charged and collected by this Commission. A total of \$3,000.16 was collected for filing fees, subpoenas fees and through the sale of publications, by this Bureau.

This Bureau has complete charge of the mailing lists for the publications issued by this Commission, which are constantly being revised.

ADMINISTRATION AND EXPENSES

The expenses of the Commission for the year 1934, as thus far ascertained, totaled \$927,612.56, compared with a total of \$1,017,336.62 for 1933, and are apportioned as follows:

PAID BY THE CITY OF NEW YORK

Executive Staff and Department.....	\$46,604.26	
Secretary's Office	60,776.55	
Law Department.....	48,949.71	
Engineering Department	452,843.15*	
Accounting Department.....	204,648.23	
Rent, Electricity, Telephone, etc.....	50,985.55	
Supplies	3,255.47	\$868,062.92

PAID BY THE STATE OF NEW YORK

Salaries of Chairman, Commissioners, Counsel and Secretary	59,549.64
Total	\$927,612.56

As of December 31, 1934, the personnel of the Commission consisted of a total of 329 employees.

Mack Nomburg, who had been an Assistant Secretary to the Commission since Dec. 17, 1928, was appointed Secretary to the Commission on October 1, 1934, to succeed James B. Walker, who retired. Mr. Walker had been Secretary of the Commission since its creation in 1921. Previously he had been Secretary of the Public Service Commission since March 20, 1916, and Assistant Secretary from Jan. 4, 1908 to his appointment as Secretary.

The Commission held 66 regular meetings during the year. The number of hearings held were 93 at the Commission, 3 jointly with the Public Service Commission at 80 Centre Street, and 1 at Borough Hall, (Local Board Room), St. George, Staten Island.

* In connection with this expenditure, there are included salaries for employees of the Engineering Department who have been assigned to grade crossing elimination work. These salaries are charged against the grade crossing eliminations, the costs of which are shared 50% by the Railroads, 49% by the State and 1% by the City.

PART II

Statistics of Common Carriers

For the Fiscal Year Ended June 30, 1934

PREPARED BY THE

DIVISION OF STATISTICS AND ACCOUNTS

PREFATORY NOTE

Part II consists of tabulations compiled from the sworn reports filed with the Transit Commission by street surface, elevated and underground railways, and bus companies for the fiscal year ended June 30, 1934, and by steam railroads for the calendar year ended December 31, 1934.

The information presented in this section has been divided into four chapters as follows:

- Chapter I — Comparative Summaries of Street Railways and Other Carriers.
- II — General Tables and Abstracts of Reports of Street Railways.
- III — Bus Companies.
- IV — Steam Railroads.

It should be noted that the general tables in Chapter II exclude statistics of the Hudson and Manhattan Railroad Company. The abstract of the report of this company, however, contains considerably more information than is presented in the abstracts of those companies included in the general tables, so that all pertinent information concerning the financial condition and results of operation of this important underground line is made available for the benefit of the public.

In view of the fact that the preparation and printing of this large mass of information requires a considerable amount of detail work and necessarily consumes much time, the Division of Statistics and Accounts prepares monthly and quarterly summaries of current operation which are available to the public and distributed at a nominal fee.

I. SPINRAD, *Chief,*
Division of Statistics and Accounts

TABLE OF CONTENTS

CHAPTER 1. COMPARATIVE TRANSPORTATION SUMMARIES

	PAGE
TABLE 1. GROWTH OF CITY TRANSIT IN NEW YORK CITY SINCE 1860 BY KIND OF ROAD OR CONVEYANCE:	
A. As indicated by number of revenue passengers.....	139
B. As indicated by passenger receipts.....	142
C. As indicated by number of passenger cars owned or leased.....	142
D. As indicated by miles of track.....	144
TABLE 2. GENERAL STREET RAILWAY SUMMARY, YEARS ENDED JUNE 30, 1924-1934.....	146
TABLE 3. ROAD AND TRACK MILEAGE, JUNE 30, 1908-1934:	
A. Length of road and track.....	148
B. Increase in road and track.....	148
C. Length of road or line divided between surface and rapid transit companies.....	149
D. Length of all track divided between surface and rapid transit companies.....	149
E. Distribution by mode of operation.....	150
F. Geographical location of surface and rapid transit railway track.....	151
TABLE 4. STREET RAILWAY POWER PLANTS:	
A. Capacity and output, 1908-1934.....	153
B. Quantity and cost of coal used in power plants, 1915-1934.....	154
TABLE 5. PASSENGER CARS, JUNE 30, 1908-1934:	
A. Number owned or leased, by type of car.....	155
B. Rapid transit cars, by road.....	156
C. Seating capacity.....	157
TABLE 6. NEW YORK CITY STREET RAILWAY TRAFFIC:	
A. Transfer passengers, 1908-1934.....	158
B. Revenue car miles, 1908-1934.....	158
C. Passenger car miles (active), 1908-1934.....	160
D. Car-seat miles (active), 1910-1934.....	160
E. Passenger car hours, 1908-1934.....	162
F. Average maximum number of passenger cars operated per day, 1910-1934.....	162
TABLE 7. STREET RAILWAY CASUALTIES:	
A. Number reported each year, 1908-1934.....	164
B. Fatal accidents reported each year, 1908-1934.....	165
C. Persons killed, distributed as passengers, employees and others, 1908-1934.....	165
D. Average amounts expended in settlements for personal injury claims, 1914-1934.....	166
TABLE 8. OFFICERS, EMPLOYEES AND THEIR COMPENSATION:	
A. Number, by chief occupational groups, 1908-1934.....	167
B. Aggregate salaries and wages, 1908-1934.....	167
C. Distribution of operating payrolls, 1910-1934.....	168
D. Ratio (per cent.) of payrolls to total expense of each department, 1910-1934.....	168
E. Average wages of car-platform men and ticket agents on June 30, 1909-1934.....	169
TABLE 9. FINANCIAL SUMMARY OF STREET RAILWAY OPERATION, 1924-1934.....	170
TABLE 10. CHANGES IN MAINTENANCE CHARGES DURING THE YEARS 1910-1934.....	172
TABLE 11. DETAILS OF OPERATING EXPENSES ON ACCOUNT OF INJURIES AND DAMAGES, 1927-1934.....	180
TABLE 12. FINANCIAL RESULTS OF OPERATION AS REPORTED BY THE NEW YORK RAPID TRANSIT AND ITS PREDECESSOR, THE NEW YORK CONSOLIDATED (LESSEE UNDER CONTRACT No. 4), 1929-1934.....	181
TABLE 13. REVENUES AND EXPENSES OF THE INTERBOROUGH SUBWAY DIVISION FOR YEARS ENDED JUNE 30, 1905-1934.....	182
TABLE 14. SUMMARY OF OPERATIONS OF HUDSON AND MANHATTAN RAILROAD COMPANY, 1908-1934:	
A. Traffic.....	184
B. Accidents; employees and wages.....	184
C. Operating revenues and expenses.....	185
D. Income.....	185
E. Capital.....	186

COMPARATIVE TRANSPORTATION SUMMARIES — *Concluded*

TABLE 15. SUMMARY OF OPERATIONS OF BUS COMPANIES, 1909-1934:

	PAGE
A. Traffic.....	187
B. Accidents; employees and wages.....	187
C. Operating revenues and expenses.....	188
D. Income.....	188
E. Capital.....	189

TABLE 16. SUBURBAN TRAVEL ON LONG ISLAND AND STATEN ISLAND:

A. Passenger traffic and passenger car miles in passenger trains of the Long Island Railroad, 1912-1934.....	190
B. Car and passenger movement data for steam road passenger service on Staten Island, 1908-1934.....	191

TABLE 17. NEW YORK CITY FERRY PASSENGER TRAFFIC, 1903-1934..... 192

CHAPTER II. GENERAL TABLES AND ABSTRACTS OF REPORTS OF STREET RAILWAYS, 1934

GENERAL TABLES:

I. TRACK MILEAGE OWNED.....	196
II. ROLLING STOCK:	
A. Number of cars available, June 30, 1934, and changes during the year.....	202
B. Seating capacity and average weight of passenger cars.....	204
III. ELECTRIC POWER:	
A. Electric energy produced and fuel consumed by generating stations of street railway companies.....	206
B. Source and disposition of A. C. power.....	207
C. Source and disposition of D. C. power distributed to line and car miles operated thereby.....	208
IV. TRAFFIC STATISTICS: CAR MOVEMENT.....	210
V. TRAFFIC STATISTICS: PASSENGER MOVEMENT.....	216
VI. TRAFFIC STATISTICS: CAR AND PASSENGER MOVEMENT BY MONTHS:	
A. Revenue passengers.....	218
B. Passenger earnings.....	220
C. Transfers.....	222
D. Revenue car miles.....	224
E. Revenue car hours.....	226
VII. TRAFFIC STATISTICS: CAR AND PASSENGER MOVEMENT BY ROUTES.....	228
VIII. OPERATING RATIOS:	
A. Per car mile.....	240
B. Proportionate disposition of revenue.....	242
C. Per revenue passenger.....	244
D. Miscellaneous.....	246
IX. CASUALTIES: PERSONS KILLED OR INJURED AND EXTENT OF INJURY.....	248
X. CLAIMS ON ACCOUNT OF INJURIES:	
A. Damage suits.....	250
B. Settlements according to period of accident.....	252
XI. EMPLOYEES AND WAGES:	
A. Number of officers and employees, by occupational groups, at close of year..	254
B. Distribution of total compensation for the fiscal year:	
§ 1. By accounts.....	256
§ 2. By classes of employees.....	258
C. Average hourly rates and number of conductors, guards, motormen and operators receiving specified rates, June 30, 1934.....	260
D. Classified weekly earnings of employees in specified occupations for the last week in June:	
§ 1. Aggregate by companies.....	262
§ 2. All companies combined, by occupations.....	264

GENERAL TABLES — *Concluded*

PAGE

XII. REVENUES FROM STREET RAILWAY OPERATIONS.....	286
XIII. OPERATING EXPENSES:	
A. Summary for all corporations by accounts of class C classification (the least detailed).....	270
B. Complete details for selected corporations.....	282
XIV. TAXES:	
A. Tax charges.....	286
B. Tax payments.....	288
C. Taxes due and unpaid.....	290
XV. CONDENSED INCOME (AND SURPLUS) STATEMENTS:	
A. Operating companies.....	292
B. Lessor and subsidiary companies.....	296
XVI. BALANCE SHEETS:	
A. Summary of condensed statements for operating, lessor and subsidiary companies by systems or groups:	
§ 1. Assets.....	298
§ 2. Liabilities and capital.....	300
B. Condensed statements for operating, lessor and subsidiary companies:	
§ 1. Rapid transit companies.....	302
§ 2. Third Avenue Railway System companies.....	306
§ 3. Other Manhattan companies.....	310
§ 4. Brooklyn surface companies.....	314
§ 5. Queens surface companies.....	316
C. Condensed statements for subsidiary companies of the New York Railways Corporation.....	318
XVII. FIXED CAPITAL:	
A. Summary of figures at beginning of year, changes during year and figures at close of year.....	320
B. Details of figures at close of year:	
§ 1. Rapid transit companies.....	324
§ 2. Third Avenue Railway System companies.....	328
§ 3. Other Manhattan companies.....	330
§ 4. Brooklyn surface companies.....	332
§ 5. Queens surface companies.....	336
§ 6. Summary by systems or groups.....	338
XVIII. MISCELLANEOUS INVESTMENTS HELD AT JUNE 30, 1934.....	342
XIX. ACCRUED AMORTIZATION OF CAPITAL.....	350
XX. CAPITALIZATION (STOCKS, BONDS AND NOTES TO CONTROLLING CORPORATIONS) JUNE 30, 1934:	
A. Summary of total outstanding capitalization.....	352
B. Capital stock.....	354
C. Funded debt.....	356
D. Certificates of indebtedness and other permanent debt (unfunded in form) owing to system companies.....	360
E. Details of Corporate Stock and Corporate Stock Notes of the City of New York outstanding and allotted for construction of rapid transit railroads.....	361
F. Capitalization affected by the issue and retirement of securities during the year.....	362
NOTE REGARDING DEPRECIATION ACCOUNTS.....	367
NOTE REGARDING INVESTMENTS.....	369
ABSTRACTS OF ANNUAL RETURNS (Index at close of Volume).....	371

CHAPTER III. BUS COMPANIES, 1934

ABSTRACTS OF ANNUAL RETURNS

OPERATING UNDER LONG TERM FRANCHISES:

	PAGE
Avenue B & East Broadway Transit Co., Inc.	463
Brooklyn Bus Corporation	478
East Side Omnibus Corporation	488
Fifth Avenue Coach Company	494
Jamaica Buses, Inc.	519
Nassau Bus Line, Inc.	536
New Dorp Beach Bus Service, Inc.	543
Staten Island Coach Co., Inc.	559
Suburban Bus Corporation	564
Surface Transportation Corporation of New York	567
Tompkins Bus Corporation	575

OPERATING UNDER ONE-YEAR FRANCHISES:

Bee Line, Inc.	467
Bilow Bus Line, Inc.	472
Briarwood Bus Corp., Inc.	475
Flushing Heights Bus Corporation	508
Green Bus Lines, Inc.	511
Hamilton Bus Corporation	516
Kings Coach Company	525
Liberty Bus Transportation Corp., Inc.	528
Lund Coach Co., Inc.	531
Municipal Motorbus Co., Inc.	533
Nevin-Queens Bus Corporation	540
North Shore Bus Co., Inc.	545
Queens-Nassau Transit Lines, Inc.	549
S. & C. Buses, Inc.	552
Schenck Transportation Co., Inc.	555
Transit Coach Bus Lines, Inc.	581
Travelers Bus Lines, Inc.	584
Triboro Coach Corporation	587
Z. & M. Coach Co., Inc.	591

CHAPTER IV. STEAM RAILROAD COMPANIES, 1934

I. SUMMARY OF RETURNS OF LESSOR COMPANIES IN NEW YORK CITY	596
II. SUMMARY OF RETURNS OF COMPANIES OPERATING IN NEW YORK CITY:	
A. Physical and operating statistics	598
B. Financial data	600
III. DETAILS OF OPERATING EXPENSES OF ROADS OPERATING IN NEW YORK CITY:	
A. Class I roads	602
B. Class II and III roads	604
IV. FREIGHT CARRIED BY STATEN ISLAND RAPID TRANSIT RAILROAD COMPANY	605
V. SUBURBAN TRAFFIC:	
A. Long Island Railroad:	
1. Total passengers by classes and commuters by stations	606
2. Passenger car mileage	609
B. Pennsylvania Railroad passengers in and out of Pennsylvania Terminal (Seventh Avenue)	610
C. New York Central Railroad (including West Shore)	612
D. New York, New Haven and Hartford Railroad	614
E. New York, Westchester and Boston Railway	615
INDEX OF CORPORATIONS	617

CHAPTER I

COMPARATIVE SUMMARIES

TABLE 1. GROWTH OF CITY TRANSIT IN NEW YORK CITY¹ SINCE 1860 BY KIND OF ROAD OR CONVEYANCE: (A) As indicated by number of revenue passengers

YEAR ENDED JUNE 30	STREET SURFACE RAILWAYS, BY BOROUGH					Total
	Manhattan	The Bronx ²	Brooklyn	Queens (excl. B.- M. T.)	Richmond	
1860.....	38,455,242		12,374,931			50,830,173
1870.....	114,101,539	1,038,014	37,203,281		121,086	152,463,920
1880.....	148,615,107	1,775,485	77,928,395	1,052,380	213,905	229,585,272
1890.....	215,296,648	3,394,726	109,288,647	2,976,185	287,325	331,243,531
1900.....	360,002,672	21,364,690	204,106,397	11,441,751	6,872,856	603,788,366
1901.....	373,569,677	26,992,990	209,119,668	11,564,062	6,752,416	627,998,813
1902.....	388,947,169	28,020,185	216,594,408	13,719,387	7,119,013	654,400,162
1903.....	396,570,432	30,714,781	223,433,771	15,689,210	7,435,135	673,843,329
1904.....	389,928,464	34,763,809	233,184,407	16,701,653	7,762,677	682,341,010
1905.....	374,554,075	37,124,805	242,780,611	20,533,487	7,743,987	682,736,965
1906.....	391,708,063	39,893,116	265,204,811	25,151,054	8,945,914	730,902,958
1907.....	377,017,192	42,186,533	262,460,253	28,514,743	9,971,652	720,150,373
1908.....	363,292,406	44,237,229	274,766,791	29,797,750	10,966,852	723,061,028
1909.....	357,760,430	50,671,779	275,038,827	30,545,776	11,367,091	725,383,903
1910.....	371,165,696	56,524,261	289,308,085	34,430,074	11,712,623	763,140,739
1911.....	382,046,845	62,777,966	305,977,350	42,515,629	12,301,757	805,619,547
1912.....	395,238,026	67,837,245	322,321,981	45,182,732	12,959,799	843,539,783
1913.....	419,722,253	74,702,309	345,987,401	47,463,382	13,568,066	901,443,411
1914.....	420,662,533	79,652,133	351,905,284	49,973,696	14,011,414	916,205,060
1915.....	415,551,116	81,502,803	354,700,113	52,686,108	14,312,009	918,752,149
1916.....	427,373,847	84,535,737	363,630,177	54,167,403	14,884,534	944,591,698
1917.....	349,788,114	71,153,030	373,079,651	50,906,681	15,238,157	860,165,633
1918.....	371,136,389	79,917,071	360,207,555	43,448,206	15,287,922	869,997,143
1919.....	370,084,711	80,806,261	362,105,288	46,723,575	15,958,198	875,678,033
1920.....	349,772,761	94,141,991	432,936,227	49,562,574	15,007,235	941,420,788
1921.....	384,128,024	107,675,507	418,106,603	51,944,034	15,797,894	977,652,062
1922.....	388,357,767	114,679,520	472,538,028	58,826,451	18,567,125	1,052,968,891
1923.....	383,209,500	119,140,813	490,128,692	59,849,701	18,408,170	1,071,736,876
1924.....	378,667,933	124,374,810	485,615,752	58,976,131	19,740,392	1,067,375,018
1925.....	354,396,834	128,178,112	475,964,483	58,149,148	19,290,165	1,035,978,742
1926.....	335,663,087	133,653,069	474,872,275	56,868,144	16,939,627	1,017,696,202
1927.....	324,297,970	144,310,327	496,306,822	50,949,549	17,133,068	1,033,297,736
1928.....	308,590,199	153,143,745	496,637,959	51,691,870	10,335,834	1,020,399,607
1929.....	292,785,270	155,542,239	490,422,154	52,686,161	9,136,035	1,000,571,859
1930.....	266,908,884	159,705,687	472,645,585	52,647,427	8,596,300	960,503,883
1931.....	245,297,613	151,281,764	446,866,099	50,660,389	7,602,437	901,708,302
1932.....	227,888,500	139,315,124	411,623,974	47,646,961	6,624,134	833,098,693
1933.....	193,747,343	125,828,290	364,491,594	42,169,176	5,639,191	731,875,594
1934.....	183,238,890	123,559,563	351,073,830	33,441,091	2,732,768	694,046,142

DECENNIAL INCREASE OR (D) DECREASE

60-'70...	75,646,297	1,038,014	24,828,350	121,086	101,633,747
Per cent	196.71		200.63		199.95
'70-'80...	34,513,568	737,471	40,725,114	1,052,380	77,121,352
Per cent	30.25	71.05	109.47		50.58
'80-'90...	66,681,541	1,619,241	31,360,252	1,923,805	101,658,259
Per cent	44.87	91.20	40.24	182.81	44.28
'90-'00...	144,706,024	17,969,964	94,817,750	8,465,566	272,544,835
Per cent	67.21	529.35	86.76	284.44	82.28
'00-'10...	11,163,024	35,159,571	85,201,688	22,988,323	159,352,373
Per cent	3.10	164.57	41.74	200.92	26.39
'10-'20...	D 21,392,935	37,617,730	143,628,142	15,132,500	178,280,049
Per cent	D 5.76	66.55	49.65	43.95	23.36
'20-'30...	D 82,863,877	65,563,696	39,709,358	3,084,853	19,083,095
Per cent	D 23.69	69.64	9.17	6.22	D 42.72

ANNUAL INCREASE OR (D) DECREASE

1931....	D 21,611,271	D 8,423,923	D 25,779,486	D 1,987,038	D 993,863	D 58,795,581
Per cent	D 8.10	D 5.27	D 5.45	D 3.77	D 11.56	D 6.12
1932....	D 17,409,113	D 11,966,640	D 35,242,125	D 3,013,428	D 978,303	D 68,609,609
Per cent	D 7.10	D 7.91	D 7.89	D 5.95	D 12.87	D 7.61
1933....	D 34,141,157	D 13,486,834	D 47,132,380	D 5,477,785	D 984,943	D 101,223,099
Per cent	D 14.98	D 9.68	D 11.45	D 11.50	D 14.87	D 12.15
1934....	D 10,508,453	D 2,268,727	D 13,417,764	D 8,728,085	D 2,906,423	D 37,829,452
Per cent	D 5.42	D 1.80	D 3.68	D 20.70	D 51.54	D 5.17

For footnotes see page 144.

TABLE 1. Growth of city transit in New York City¹ since 1860 by kind of road

YEAR ENDED JUNE 30	RAPID TRANSIT RAILWAYS				
	INTERBOROUGH RAPID TRANSIT		Brooklyn-Manhattan Transit elevated-subway division	City of New York- Independent System Operation ⁴	Total
	Elevated division (Manhattan Rv., lessor)	Subway division (City of New York, lessor) ³			
1860.....					
1870.....					
1880.....	60,831,757				60,831,757
1890.....	189,974,848		47,931,181		237,906,029
1900.....	184,164,110		58,400,582		242,564,692
1901.....	190,045,741		63,300,247		253,345,988
1902.....	215,259,345		69,330,457		284,589,802
1903.....	246,587,022		80,337,132		326,924,154
1904.....	286,634,195		97,009,705		383,643,900
1905.....	266,381,930	72,722,890	109,140,911		448,245,731
1906.....	257,796,754	137,919,632	125,221,831		520,938,217
1907.....	282,924,273	166,363,611	145,943,131		595,231,015
1908.....	282,845,864	200,439,776	147,290,017		630,575,657
1909.....	276,250,196	238,430,146	148,161,045		662,841,387
1910.....	293,826,280	268,962,115	162,493,801		725,282,196
1911.....	301,449,292	276,704,796	167,371,328		745,525,416
1912.....	304,270,841	302,973,856	172,195,229		779,439,926
1913.....	306,845,006	327,471,510	175,246,512		809,563,028
1914.....	311,473,568	340,413,103	185,060,735		836,947,406
1915.....	301,792,517	345,585,749	182,535,897		829,914,163
1916.....	312,246,796	371,505,318	207,098,269		890,850,383
1917.....	349,380,093	414,193,992	226,515,512		990,089,597
1918.....	352,660,669	418,337,666	258,167,313		1,029,165,648
1919.....	348,188,600	461,147,058	308,879,791		1,118,215,449
1920.....	369,034,477	586,098,633	376,782,635		1,331,915,745
1921.....	374,293,051	639,385,780	404,970,640		1,418,649,471
1922.....	348,517,216	644,975,474	444,747,229		1,438,239,919
1923.....	348,524,700	676,650,431	480,900,870		1,506,076,001
1924.....	359,410,056	714,933,187	537,194,829		1,611,538,072
1925.....	352,723,553	736,820,672	591,256,029		1,680,800,254
1926.....	346,204,574	784,280,073	621,251,881		1,751,736,528
1927.....	359,019,660	814,626,596	656,543,693		1,830,189,949
1928.....	351,258,534	897,693,467	669,552,744		1,918,504,745
1929.....	348,569,124	932,446,803	690,829,232		1,971,845,159
1930.....	347,438,623	986,672,286	714,433,616		2,048,544,525
1931.....	327,368,103	973,302,920	695,228,660		1,995,899,683
1932.....	293,691,687	919,459,670	653,824,410		1,866,975,767
1933.....	247,610,919	836,505,203	612,995,667	59,081,550	1,756,193,339
1934.....	220,600,747	810,296,328	606,434,205	161,658,163	1,798,989,443
DECENNIAL INCREASE					
'60-'70.....					
Per cent.....	60,831,757				60,831,757
'70-'80.....					
Per cent.....	129,143,091		47,931,181		177,074,272
'80-'90.....					
Per cent.....	212,30				291,09
'90-'00.....	D 5,810,738		10,469,401		4,658,663
Per cent.....	D 3,06		21,84		1,96
'00-'10.....	109,662,170	268,962,115	104,093,219		482,717,504
Per cent.....	59,55		178,24		199,01
'10-'20.....	75,208,197	317,136,518	214,288,834		606,633,549
Per cent.....	25,60	117,91	131,88		83,64
'20-'30.....	D 21,595,854	400,573,653	337,650,981		716,628,780
Per cent.....	D 5,85	68,35	89,61		53,80
ANNUAL INCREASE					
1931.....	D 20,070,520	D 13,369,366	D 19,204,956		D 52,644,842
Per cent.....	D 5,78	D 1,35	D 2,69		D 2,57
1932.....	D 33,676,416	D 53,843,250	D 41,404,250		D 128,923,916
Per cent.....	D 10,29	D 5,53	D 5,96		D 6,46
1933.....	D 46,080,768	D 82,954,467	D 40,828,743	59,081,550	D 110,782,428
Per cent.....	D 15,69	D 9,02	D 6,24		D 5,93
1934.....	D 27,010,172	D 26,208,875	D 6,561,462	102,576,613	42,736,104
Per cent.....	D 10,91	D 3,13	D 1,07	173,62	2,44

For footnotes see page 144.

or conveyance: (A) As indicated by number of revenue passengers — Concluded

Bus companies ⁵	Street Surface, Rapid Transit & Bus Companies		Hudson & Manhattan ⁶	Staten Island steam roads ⁷	Total of foregoing	YEAR ENDED JUNE 30
	Total	Per capita				
—	—	—	—	63,641	—	1860
—	—	—	—	336,706	—	1870
—	—	—	—	390,151	—	1880
N. R.	—	—	—	6,539,318	—	1890
N. R.	—	—	—	4,439,506	—	1900
1,979,603	883,324,404	249	—	4,212,303	887,536,707	1901
1,749,623	940,739,587	257	—	4,238,630	944,978,217	1902
1,742,773	1,002,510,256	266	—	4,302,858	1,006,813,114	1903
1,386,043	1,067,370,953	275	—	4,586,182	1,071,957,135	1904
1,337,848	1,132,320,544	283	—	4,724,041	1,137,044,585	1905
1,315,330	1,253,156,505	302	—	5,161,134	1,258,317,639	1906
1,214,598	1,316,595,986	306	—	5,944,696	1,322,540,682	1907
1,753,782	1,355,390,467	304	4,363,722	5,649,116	1,365,403,305	1908
3,609,304	1,391,834,594	302	14,192,352	5,237,373	1,411,264,319	1909
6,305,175	1,494,728,110	314	42,839,979	6,014,928	1,543,583,017	1910
5,997,372	1,557,142,335	321	52,756,434	6,218,316	1,616,117,085	1911
6,339,072	1,629,318,781	330	57,934,226	6,461,635	1,693,714,642	1912
8,884,534	1,719,890,973	342	58,870,069	6,636,336	1,785,397,378	1913
11,276,430	1,764,428,896	345	60,051,890	6,979,126	1,831,459,912	1914
14,050,471	1,762,716,783	339	58,966,414	6,943,302	1,828,626,499	1915
16,223,042	1,851,665,123	351	63,293,534	7,563,066	1,922,521,723	1916
22,157,764	1,872,412,994	349	68,556,999	8,378,779	1,949,348,772	1917
26,360,801	1,925,523,592	353	76,348,998	9,269,902	2,011,142,492	1918
36,983,726	2,030,877,208	367	86,050,815	10,204,511	2,127,132,534	1919
43,086,057	2,316,422,590	412	92,250,836	13,011,958	2,421,685,384	1920
51,812,760	2,448,114,293	426	95,607,645	11,181,785	2,554,903,723	1921
53,302,193	2,544,511,003	433	99,104,889	10,686,439	2,654,302,331	1922
56,874,110	2,634,686,987	438	103,390,911	11,130,382	2,749,208,280	1923
58,028,341	2,736,941,431	445	107,213,936	11,828,314	2,855,983,681	1924
68,713,208	2,785,492,204	444	107,918,242	12,443,909	2,905,854,355	1925
77,941,930	2,847,374,660	444	108,826,762	13,000,311	2,969,201,733	1926
82,031,455	2,945,519,140	451	112,318,329	13,384,913	3,071,222,382	1927
86,086,417	3,024,990,769	454	112,487,043	13,569,054	3,151,046,866	1928
⁹ 125,655,010	3,098,072,028	456	111,834,120	14,783,080	3,224,689,228	1929
⁹ 123,379,692	3,132,428,100	452	110,677,083	14,318,178	3,257,423,361	1930
132,593,095	3,030,201,080	429	101,626,942	12,999,636	3,144,827,658	1931
170,420,417	2,870,494,877	399	90,320,135	10,892,762	2,971,707,774	1932
¹⁰ 165,232,137	2,653,301,070	362	78,051,350	9,710,103	2,741,062,523	1933
¹¹ 200,619,560	2,693,655,145	361	76,311,146	9,129,112	2,779,095,403	1934

OR (D) DECREASE

—	—	—	—	273,065	—	'60-'70
—	—	—	—	429,07	—	Per cent
—	—	—	—	53,445	—	'70-'80
—	—	—	—	15,87	—	Per cent
—	—	—	—	6,149,167	—	'80-'90
—	—	—	—	1,576,10	—	Per cent
N. R.	—	—	—	D 2,099,812	—	'90-'00
—	—	—	—	D 32,11	—	Per cent
N. R.	—	—	42,839,979	1,575,422	—	'00-'10
—	—	—	—	35,49	—	Per cent
36,780,882	821,694,480	98	49,410,857	6,997,030	878,102,367	'10-'20
583.34	54.97	31	115.34	116.33	56.89	Per cent
80,293,635	816,005,510	40	18,426,247	1,306,220	835,737,977	'20-'30
186.36	35.23	10	19.97	10.04	34.51	Per cent

OR (D) DECREASE

9,213,403	D 102,227,020	D 23	D 9,050,141	D 1,318,542	D 112,595,703	1931
7.47	D 3.26	5	D 8.18	D 9.21	D 3.46	Per cent
37,827,322	D 159,706,203	D 30	D 11,306,807	D 2,106,874	D 173,119,884	1932
28.53	D 5.27	D 7	D 11.13	D 16.21	D 5.50	Per cent
D 5,188,280	D 217,193,807	D 37	D 12,268,785	D 1,182,659	D 230,645,251	1933
D 3.04	D 7.57	D 9	D 13.58	D 10.86	D 7.76	Per cent
35,387,423	40,354,075	D 1	D 1,740,204	D 580,991	38,032,880	1934
21.42	1.52	D +	D 2.23	D 5.98	1.39	Per cent

TABLE 1. Growth of city transit in New York City ¹ since 1860 by

YEAR ENDED JUNE 30	STREET SURFACE RAILWAYS OF—				INTERBOROUGH RAPID TRANSIT	
	Manhattan	The Bronx ²	Brooklyn and Queens	Richmond	Elevated division (Manhattan Ry., lessor)	Subway division (City of New York, lessor) ³
1860.....	\$1,962,677		\$603,161			
1870.....	6,743,013	\$72,661	2,163,995	\$11,188		
1880.....	7,056,503	124,284	4,159,289	16,043	\$4,575,431	
1890.....	10,761,792	180,378	5,395,482	14,142	9,498,742	
1900.....	18,221,226	1,008,082	¹² 10,468,399	341,621	9,123,076	
1910.....	18,558,285	2,806,588	¹³ 15,633,896	584,272	14,684,845	\$13,435,535
1911.....	19,092,821	3,109,570	¹⁴ 16,850,241	613,411	15,063,327	13,818,943
1912.....	19,754,426	3,348,522	¹⁵ 17,820,829	646,178	15,203,210	15,129,819
1913.....	20,518,189	3,691,090	¹⁶ 18,928,665	676,357	15,331,593	16,352,766
1914.....	20,233,123	3,945,313	¹⁷ 19,152,532	698,373	15,562,365	16,998,704
1915.....	19,807,083	4,032,455	¹⁸ 19,336,698	713,276	15,078,231	17,256,315
1916.....	20,286,073	4,181,970	¹⁹ 19,799,585	741,767	15,600,091	18,550,565
1917.....	16,689,755	3,526,241	²⁰ 20,149,166	759,923	17,458,510	20,689,283
1918.....	17,688,511	3,964,433	²¹ 19,212,252	762,395	17,620,570	20,898,226
1919.....	17,688,797	4,020,248	²² 19,540,931	795,992	17,402,061	23,043,791
1920.....	17,298,167	4,699,839	23,702,952	785,721	18,449,572	29,299,777
1921.....	19,123,468	5,383,775	22,738,846	1,087,855	18,714,653	31,969,289
1922.....	19,423,375	5,733,976	25,774,355	1,209,474	17,425,861	32,248,774
1923.....	19,146,416	5,957,041	26,682,687	1,255,630	17,424,199	33,830,663
1924.....	18,917,496	6,218,740	26,699,782	1,271,201	17,970,503	35,746,659
1925.....	17,683,161	6,408,906	26,509,880	1,228,001	17,636,178	36,841,034
1926.....	16,742,892	6,667,654	26,381,059	1,073,103	17,310,229	39,214,003
1927.....	16,182,918	7,230,516	26,590,260	1,098,220	17,950,983	40,731,330
1928.....	15,382,896	7,657,187	26,697,923	777,534	17,562,927	44,884,673
1929.....	14,599,172	7,777,112	26,480,852	702,040	17,428,456	46,622,340
1930.....	13,320,621	7,985,284	25,776,705	657,439	17,371,931	49,333,614
1931.....	12,237,179	7,564,088	24,528,478	577,164	16,368,405	48,665,146
1932.....	11,400,859	6,965,756	22,597,993	500,479	14,684,584	45,972,984
1933.....	9,712,923	6,291,414	20,063,147	422,326	12,380,546	41,825,260
1934.....	9,190,158	6,177,978	18,943,355	206,327	11,030,037	40,514,817

(C) As indicated by number of

1860.....	453	209	8	542	
1870.....	1,075	17	603	947	
1880.....	1,562	35	1,524	13	
1890.....	2,365	76	2,684	22	
1900.....	3,524	433	3,783	168	1,122
1910.....	3,195	936	3,388	193	1,667
1911.....	3,495	495	3,438	193	1,748
1912.....	3,406	551	3,455	193	1,782
1913.....	3,243	690	3,463	193	1,781
1914.....	3,263	746	3,594	192	1,780
1915.....	3,155	776	3,548	224	1,775
1916.....	3,121	740	3,553	224	1,880
1917.....	3,145	721	3,553	220	2,249
1918.....	2,932	681	3,510	220	2,248
1919.....	2,932	682	3,507	215	2,217
1920.....	2,632	713	3,795	152	2,213
1921.....	2,752	579	3,777	214	2,213
1922.....	2,655	646	3,713	240	2,213
1923.....	2,610	611	3,760	240	2,213
1924.....	2,536	699	3,861	167	2,201
1925.....	1,959	693	3,668	170	2,194
1926.....	1,811	675	3,491	149	2,190
1927.....	1,706	539	3,413	136	2,187
1928.....	1,647	557	3,315	63	2,172
1929.....	1,533	573	3,287	63	2,169
1930.....	1,563	547	2,377	68	2,169
1931.....	1,549	581	2,459	63	2,168
1932.....	1,604	526	2,467	53	2,168
1933.....	1,170	466	2,060	53	2,158
1934.....	1,234	463	1,848		2,158

For footnotes see following double page.

kind of road or conveyance: (B) As indicated by passenger receipts

Brooklyn-Manhattan Transit elevated-subway division	City of New York-Independent System Operation ⁴	Bus companies ⁵	STREET SURFACE, RAPID TRANSIT AND BUS COMPANIES		Hudson & Manhattan ⁶	Staten Island steam roads ⁷	YEAR ENDED JUNE 30
			Total	Per capita [*]			
.....	\$15,672	1860
.....	78,584	1870
.....	79,167	1880
.....	432,710	1890
.....	323,518	1900
\$2,570,660	N. R.	.....	.....	.....	472,637	1910
¹² 2,841,205	N. R.	.....	.....	.....	487,407	1911
¹³ 8,128,308	\$603,020	\$74,434,749	15.62	\$2,141,999	501,455	1912
¹³ 8,375,799	599,737	77,523,849	15.98	2,637,822	527,029	1913
¹³ 8,618,021	633,907	81,154,912	16.44	3,163,794	546,564	1914
¹³ 8,771,309	888,453	85,158,422	16.95	3,448,390	553,206	1915
¹³ 9,262,675	1,127,643	86,980,728	17.03	3,508,177	591,666	1916
¹³ 9,126,795	1,405,047	86,755,900	16.70	3,432,159	660,988	1917
¹³ 10,354,913	1,622,304	91,137,268	17.26	3,661,252	821,574	1918
¹³ 11,330,426	2,221,935	92,825,239	17.30	3,947,612	939,466	1919
¹³ 12,913,016	2,648,270	95,707,673	17.56	4,334,822	1,169,248	1920
¹³ 15,448,639	3,732,078	101,672,537	18.37	5,268,714	1,228,536	1921
18,842,994	4,360,455	117,439,477	20.90	5,807,935	1,210,702	1922
20,250,842	5,252,760	124,521,488	21.65	7,118,050	1,252,701	1923
22,237,363	5,376,425	129,429,603	22.00	7,358,639	1,322,191	1924
24,045,043	5,675,398	134,017,077	22.29	7,640,864	1,416,139	1925
26,859,741	5,785,378	139,469,500	22.70	7,985,160	1,480,069	1926
29,562,801	6,850,120	142,720,081	22.74	8,077,924	1,515,979	1927
31,062,594	7,400,263	145,851,797	22.77	8,137,645	1,507,346	1928
32,827,185	7,655,662	150,267,074	22.99	8,416,881	1,602,113	1929
33,477,638	7,702,732	154,143,510	23.12	8,394,519	1,534,074	1930
34,541,462	⁸ 9,416,400	157,567,834	23.17	8,287,728	1,383,094	1931
35,721,681	⁹ 9,142,833	159,310,108	22.99	8,150,106	1,149,055	1932
34,761,433	9,501,599	154,203,492	21.84	7,459,565	1,014,247	1933
32,691,221	11,315,339	146,129,215	20.32	6,629,174	962,995	1934
30,649,783	\$2,954,078	¹⁰ 10,527,332	134,826,809	18.41	5,699,173		
30,321,710	8,082,908	¹¹ 12,241,673	136,708,963	18.34	5,540,157		

passenger cars owned or leased

.....	.....	.....	.....	.....	.....	6	1860
.....	.....	.....	.....	.....	.....	8	1870
.....	.....	.....	.....	.....	.....	10	1880
.....	.....	.....	.....	.....	.....	64	1890
491	.....	N. R.	.....	.....	.....	101	1900
657	.....	72	9,759	284	.....	93	1910
928	.....	61	11,285	237	140	93	1911
928	.....	80	11,507	237	190	91	1912
928	.....	81	11,540	234	226	91	1913
934	.....	105	11,553	230	226	91	1914
951	.....	125	11,794	231	226	91	1915
1,029	.....	133	11,792	227	226	91	1916
1,154	.....	132	12,324	233	226	91	1917
1,228	.....	183	12,540	234	226	91	1918
1,375	.....	252	12,802	236	226	91	1919
1,417	.....	283	13,059	236	226	91	1920
1,514	.....	274	13,109	233	226	106	1921
1,658	.....	289	13,417	233	251	118	1922
1,814	.....	296	13,512	230	251	141	1923
1,807	.....	305	13,499	224	276	99	1924
1,807	.....	376	13,682	223	301	114	1925
1,855	.....	418	13,168	210	301	100	1926
1,807	.....	553	12,958	202	301	100	1927
1,826	.....	626	12,715	194	301	100	1928
1,869	.....	716	12,620	189	305	95	1929
1,918	.....	⁸ 751	12,574	185	325	95	1930
1,845	.....	⁹ 860	11,709	169	325	95	1931
1,844	.....	955	11,899	169	324	95	1932
1,840	.....	1,203	12,141	169	324	95	1933
1,840	800	¹⁰ 1,267	12,094	165	324	95	1934
1,838	800	¹¹ 1,325	11,946	160	324	95	

TABLE 1. Growth of city transit in New York City¹ since 1860 by

YEAR ENDED JUNE 30	STREET SURFACE RAILWAYS OF —				City- owned bridge track (surface companies) ¹⁴	Total street surface
	Manhattan	The Bronx ²	Brooklyn and Queens	Richmond		
1860.....	67.88		79.79			147.67
1870.....	139.26	10.00	193.92	7.50		350.68
1880.....	183.29	6.51	339.26	8.00		537.06
1890.....	244.50	21.48	360.47	10.10		636.55
1900.....	281.83	96.91	560.54	59.62	3.60	1,002.50
1910.....	310.85	181.90	¹⁵ 640.48	65.63	14.72	1,213.58
1911.....	306.20	188.47	¹⁵ 681.44	65.63	14.72	1,256.46
1912.....	297.69	206.93	¹⁵ 682.43	68.24	18.07	1,273.36
1913.....	295.86	211.57	¹⁵ 695.07	65.98	20.34	1,288.82
1914.....	295.83	223.42	¹⁵ 701.06	65.98	20.69	1,306.98
1915.....	297.94	217.70	¹⁵ 705.16	65.78	23.59	1,310.17
1916.....	299.87	219.17	¹⁵ 713.35	65.89	19.26	1,317.54
1917.....	298.54	219.34	¹⁵ 721.08	65.89	18.72	1,323.57
1918.....	295.71	217.18	¹⁵ 728.87	65.89	18.80	1,326.45
1919.....	288.09	212.70	¹⁵ 758.89	65.89	18.80	1,344.37
1920.....	287.13	214.37	757.47	65.89	19.30	1,344.16
1921.....	277.60	215.90	755.01	65.89	19.34	1,333.74
1922.....	270.38	194.05	713.01	65.89	15.90	1,259.23
1923.....	268.01	194.59	711.47	65.89	15.90	1,255.86
1924.....	263.26	190.27	708.46	65.89	15.90	1,243.78
1925.....	248.16	190.58	704.93	65.89	15.90	1,225.46
1926.....	247.18	191.26	665.55	65.89	15.90	1,185.78
1927.....	247.32	186.39	663.33	65.89	15.90	1,178.83
1928.....	242.95	186.63	661.08	37.14	15.90	1,143.70
1929.....	241.44	184.92	636.21	36.27	15.90	1,114.74
1930.....	237.35	184.56	634.48	36.27	13.37	1,106.03
1931.....	232.12	171.46	627.68	36.27	13.62	1,081.15
1932.....	232.18	171.60	620.33	36.21	10.59	1,070.91
1933.....	194.57	170.90	614.00	35.64	10.59	1,025.70
1934.....	195.45	170.53	583.09		10.59	959.66

	ABSOLUTE INCREASE					
'60-'70.....	71.38	10.00	114.13	7.50		203.01
'70-'80.....	44.03	D 3.49	145.34	0.50		186.38
'80-'90.....	61.21	14.97	21.21	2.10		99.49
'90-'00.....	37.33	75.43	200.07	49.52	3.60	365.95
'00-'10.....	29.02	84.99	79.94	6.01	11.12	211.08
'10-'20.....	D 23.72	32.47	116.99	0.26	4.58	130.58
'20-'30.....	D 49.78	D 29.81	D 122.99	D 29.62	D 5.93	D 238.13
'30-'31.....	D 5.23	D 13.10	D 6.80		0.25	D 24.88
'31-'32.....	0.06	0.14	D 7.35	D 0.06	D 3.03	D 10.24
'32-'33.....	D 37.61	D 0.70	D 6.33	D 0.57		D 45.21
'33-'34.....	0.88	D 0.37	D 30.91	D 35.64		D 66.04

NOTE.— The data used in this table are presented as compiled for the given year without regard to later corrections. Numbers of passengers and passenger receipts are currently recorded with sufficient accuracy for purposes of comparison from year to year. Data for track mileage and number of cars, however, are subject to modification or correction on account of remeasurement or reclassification, and these factors must be considered in any comparison.

¹ Present corporate limits. The table includes all operating companies and all their lessor and subsidiary companies now reporting to the Transit Commission, all predecessors of such companies, and all companies formerly reporting to the Transit Commission or its predecessors.

² Includes the Westchester Electric.

³ Opened October 27, 1904.

⁴ Opened September 10, 1932.

⁵ Exclusive of municipally-operated buses, which do not report to the Transit Commission, and bus companies which received one year franchises during 1933. Includes Ave. B & East Broadway Transit, from April 1, 1933; Brooklyn Bus Corp., from Dec. 15, 1929; East Side Omnibus, from June 26, 1933; Fifth Avenue Coach, for all years; City Island Motor Bus, from Sept. 4, 1916 to April 14, 1922; Nassau Bus from 1923; Eastern Parkway, Brownsville & East New York Transit Relief Assn., from Aug. 28, 1925 to June 30, 1929 (see note 9); New Dorp Beach Bus, from Sept. 3, 1926; Suburban Bus Corp., from May 1, 1932 (operation within New York City began May 7, 1932); Surface Transportation, from Nov. 1, 1927; and Tompkins Bus Corp. from July 1, 1928 (operation was begun during April, 1925, but no Certificate of Convenience was obtained from this Commission until May 16, 1928). Includes also bus operations of two street railway companies, the Westchester Electric and the Jamaica Central.

⁶ Opened February 26, 1908.

⁷ From 1918, the figures for the Staten Island steam roads are the calendar year.

⁸ Tompkins Bus Corp. included in 1929 for the first time; see note 5 above.

⁹ Exclusive of Eastern Parkway, Brownsville & East New York Transit Relief Assn., which failed to file returns after 1929. All operations by this company were discontinued in August, 1931. The number of passengers carried by this company in 1929 was 10,714,317; passenger receipts, \$531,529; and passenger buses owned, 27.

kind of road or conveyance; (D) As indicated by miles of track

INTERBOROUGH RAPID TRANSIT		Brooklyn- Manhattan Transit elevated- subway division	City of New York Inde- pendent System Opera- tion ⁴	TOTAL STREET RAILWAYS		Hud- son & Man- hattan ⁶	Staten Island steam roads ⁷	YEAR ENDED JUNE 30
Elevated division (Man- hattan Railway, lessor)	Subway division (City of New York, lessor) ¹			Absolute number	Per 100,000 popula- tion			
.....	.....	.....	.....	147.67	12.57	.....	13.33	1860
.....	.....	.....	.....	350.68	23.73	.....	13.33	1870
79.35	.....	.....	.....	616.41	32.24	.....	13.66	1880
94.05	.....	.....	.....	841.93	32.29	.....	41.40	1890
109.59	.....	111.33	.....	1,222.82	35.58	.....	56.14	1900
118.03	81.94	¹⁵ 169.10	.....	1,582.65	33.20	13.08	81.51	1910
118.00	85.31	¹⁵ 169.43	.....	1,629.20	33.58	17.54	84.48	1911
118.00	85.36	¹⁵ 170.81	.....	1,647.53	33.37	18.77	89.04	1912
118.00	85.34	¹⁵ 173.72	.....	1,665.88	33.17	18.77	89.04	1913
117.98	85.34	¹⁵ 176.55	.....	1,686.85	33.02	18.77	93.25	1914
117.98	87.87	¹⁵ 195.49	.....	1,711.51	32.96	18.77	94.66	1915
129.64	88.15	¹⁵ 221.51	.....	1,756.84	33.28	18.77	96.78	1916
129.64	136.62	¹⁵ 231.06	.....	1,820.89	33.95	18.77	102.07	1917
134.32	142.17	¹⁵ 244.76	.....	1,847.70	33.91	18.77	108.75	1918
135.29	195.13	¹⁵ 236.45	.....	1,911.24	34.53	18.77	109.74	1919
135.18	201.26	244.06	.....	1,924.66	34.25	18.77	109.80	1920
140.51	232.64	259.25	.....	1,966.14	34.19	18.77	109.62	1921
140.51	232.63	276.57	.....	1,908.94	32.45	18.77	109.58	1922
140.51	233.85	278.73	.....	1,908.95	31.75	18.77	110.32	1923
138.63	240.05	285.67	.....	1,908.13	31.06	18.77	110.23	1924
138.63	244.33	286.10	.....	1,894.52	30.19	18.77	110.66	1925
138.63	247.22	287.25	.....	1,858.88	29.02	18.77	112.53	1926
138.63	249.39	288.84	.....	1,855.69	28.39	18.77	112.17	1927
138.63	262.35	295.28	.....	1,839.96	27.59	18.77	112.23	1928
138.63	262.99	308.81	.....	1,825.17	26.84	18.77	112.04	1929
138.63	262.91	305.59	.....	1,813.16	26.16	18.77	112.74	1930
137.82	262.88	309.19	.....	1,791.04	25.36	18.77	112.72	1931
137.82	262.88	309.10	.....	1,780.71	24.76	18.77	113.29	1932
137.82	263.61	309.10	75.23	1,811.46	24.73	18.77	112.82	1933
137.82	263.61	308.89	142.07	1,812.05	24.31	18.77	112.82	1934

OR (D) DECREASE

.....	.....	.....	.....	203.01	11.16	.....	'60-'70
79.35	.....	111.33	.....	265.73	8.51	0.33	'70-'80
14.70	.....	.....	.....	225.52	0.05	27.74	'80-'90
15.54	.....	D 0.60	.....	380.89	3.29	14.74	'90-'00
8.44	81.94	58.37	.....	359.83	D 2.38	13.08	'00-'10
17.15	119.32	74.96	.....	342.01	1.05	5.69	'10-'20
3.45	61.65	61.53	.....	D 111.50	D 8.09	2.94	'20-'30
D 0.81	D 0.03	3.60	.....	D 22.12	D 0.80	D 0.02	'30-'31
.....	.....	D 0.09	.....	D 10.33	D 0.60	0.57	'31-'32
.....	0.73	.....	75.23	30.75	D 0.03	D 0.47	'32-'33
.....	.....	D 0.21	66.84	0.59	D 0.42	.....	'33-'34

¹⁰ Differs from figures published in 1933 by the inclusion here of East Side Omnibus and Ave. B & East Broadway Transit.

¹¹ Exclusive of bus companies which were operating without a franchise at June 30, 1934 (see list of companies operating under one-year franchises, page 136), and for which comparable figures in years prior to 1934 are not available (see also note 5 above). These companies carried 114,997,141 passengers in 1934.

¹² The receipts for 1900 for the B.-M. T. (then B. R. T.) system have been divided between the street surface and elevated divisions on the basis of an estimated proportion of 75 per cent for the former and 25 per cent for the latter.

¹³ The 1910-1915 figures differ slightly from those shown in Reports prior to 1916, because of a change in the basis of approximation. The figures formerly used included under B.-M. T. elevated, the New York Rapid Transit (or predecessors) and the South Brooklyn roads. They now include the New York Rapid Transit or predecessors (except Sea Beach surface), the Culver elevated of the South Brooklyn (which line reported considerably more than one-half of the total South Brooklyn receipts) and the West End line of the Nassau Electric "elevated." The West End line was transferred to the surface division after June 24, 1916, and the Culver El of the South Brooklyn was replaced by the Culver El of the New York Consolidated (now the New York Rapid Transit) on March 16, 1919. In 1918 the elevated divisions also included the Norton's Point "elevated" of the South Brooklyn.

¹⁴ Operation of surface cars on the various bridges was begun as follows: Brooklyn Bridge, 1898; Williamsburg Bridge, 1905; Queensboro Bridge, 1910; Madison Avenue Bridge, 1909, and Manhattan Bridge, 1913. Operation of trolleys over the Manhattan Bridge was discontinued and bus operation commenced in 1929.

¹⁵ The division of the trackage of the B.-M. T. system between street surface and elevated is only approximate. The 1910-1915 figures for the elevated include the New York Rapid Transit (or predecessors), the South Brooklyn, and the West End line of the Nassau Electric. The latter is included with street surface mileage after 1915, and the South Brooklyn after 1918, because the operation of "elevated" trains over these tracks was replaced by surface car operation on July 24, 1916, and March 16, 1919, respectively. See also general note, Table 3F.

* For Division C, ratios in this column represent passenger cars owned or leased per 100,000 population.

TABLE 2. GENERAL STREET RAILWAY

[Note — For financial summary

ITEM	1924	1925	1926	1927
Number of reports:				
Operating companies ¹	35	33	34	34
Lessor companies ^{1, 2}	13	13	12	12
Inchoate or dormant companies.....	7	8	8	6
All companies.....	55	54	54	52
Length of line (miles).....	835.63	824.57	790.75	786.79
Year's increase ³	0.46	D 11.26	D 34.53	D 4.30
Length of track (miles).....	1,908.13	1,894.52	1,858.88	1,855.69
Year's increase ³	4.84	D 15.10	D 36.30	D 2.93
Number of passenger cars.....	13,306	12,750	12,405	12,089
Year's increase.....	112	D 556	D 345	D 221
Number of other cars.....	988	926	903	918
Officers and employees (oper. cos.).....	38,908	39,389	38,694	40,276
Year's increase.....	885	461	D 695	1,582
Aggregate salaries and wages.....	\$67,584,435	\$67,494,728	\$67,659,468	\$70,380,270
Year's increase.....	\$4,459,307	D \$89,707	\$164,740	\$2,720,802
Persons killed ⁴	218	175	243	223
Year's increase.....	64	D 43	68	D 20
Traffic:				
Revenue passengers.....	2,678,913,090	2,716,778,996	2,769,432,730	2,863,487,685
Year's increase.....	101,100,213	37,865,906	52,653,734	94,054,955
Per cent.....	3.92	1.41	1.94	3.40
Revenue passengers per day.....	7,319,435	7,443,230	7,587,487	7,845,172
Year's increase.....	256,934	123,795	144,257	257,685
Transfers collected.....	117,233,398	112,058,107	106,792,898	106,625,662
Year's increase.....	D 4,388,772	D 5,175,291	D 5,265,209	D 167,236
Passenger car miles ⁵	372,916,066	386,949,887	398,827,712	404,194,059
Year's increase.....	14,630,528	14,033,821	11,877,825	5,366,347
Per cent.....	4.08	3.76	3.07	1.35
Capitalization:				
Capital stock outstanding.....	\$221,008,626	\$208,660,635	\$206,047,635	\$211,220,970
Funded debt ⁶	530,303,790	502,035,592	496,079,990	491,306,138
Unfunded permanent debt owing to system companies ⁷	48,956,920	49,943,349	49,683,856	49,813,803
Total.....	\$800,269,336	\$760,639,576	\$751,811,481	\$752,340,911
City's investment in Contracts Nos. 1-4 — Estimated amount in operation.....	256,330,277	263,073,277	267,173,277	276,203,277
Total gross capitalization.....	\$1,056,599,613	\$1,023,712,853	\$1,018,984,758	\$1,028,544,188
Year's increase.....	\$9,243,801	⁸ D \$32,886,769	D \$4,728,096	\$9,559,430
Less Intercorporate holdings:				
Capital stock.....	\$25,816,200	\$28,407,475	\$24,772,700	\$24,853,995
Funded debt.....	6,864,839	6,682,539	6,186,539	6,536,538
Unfunded permanent debt.....	20,474,027	20,789,100	20,478,100	20,294,662
Total.....	\$53,155,066	\$55,879,114	\$51,437,339	\$51,685,195
Approximate net capitalization.....	\$1,003,444,547	\$967,833,739	\$967,547,419	\$976,858,993

NOTE.— Statistics pertaining to a particular date are for close of the year specified, whereas statistics for operation are for the entire year specified. D denotes decrease. For 1913-1923 figures see 1923 Report.

¹ Companies which have discontinued operation are included for all years during which they operated The Williamsburg Bridge Line, which succeeded the Bridge Operating in the operation of cars over Williamsburg Bridge, is included with operating companies from 1920-1924 although not incorporated operation of this line, which was continued by the City of New York from December 1, 1923 to February 15, 1931, is not included in 1925 or 1926, data for that period not having been filed by the City.

² Exclusive of City of New York as owner of rapid-transit and bridge track.

³ Changes due to remeasurement are in general excluded, thus increases are in general not arithmetical differences. Some figures have been revised since original publication.

SUMMARY, YEARS ENDED JUNE 30, 1924-1934

covering the same period, see Table 9]

1928	1929	1930	1931	1932	1933	1934
32	31	26	24	23	⁹ 22	⁹ 19
12	11	10	10	10	10	10
5	7	6	6	6	6	6
50	49	42	40	39	38	35
767.39	756.72	749.95	732.71	728.53	725.40	706.79
D 20.65	D 7.00	D 4.88	D 17.45	D 1.68	D 1.95	D 14.93
1,839.96	1,825.17	1,813.16	1,791.04	1,780.71	1,811.46	1,812.05
D 16.03	D 6.10	D 8.15	D 22.29	D 3.47	34.49	8.12
11,904	11,823	10,849	10,944	10,938	10,827	10,621
D 156	D 10	D 974	95	D 6	D 111	D 206
920	902	804	800	797	758	710
41,108	40,502	40,789	38,631	37,076	¹⁰ 34,780	¹⁰ 33,583
832	D 606	287	D 2,158	D 1,555	D 2,296	D 1,197
\$73,566,836	\$74,814,356	\$75,204,523	\$72,729,195	\$67,523,992	¹⁰ \$58,746,203	¹⁰ \$54,012,748
\$3,186,566	\$1,247,520	\$390,167	D \$2,475,328	D \$5,205,203	D \$8,777,789	D \$4,733,455
187	233	201	193	195	¹⁰ 156	¹⁰ 200
D 36	46	D 32	D 8	2	D 39	44
2,938,904,352	2,972,417,018	3,009,048,408	2,897,607,985	2,700,074,460	2,488,068,933	2,493,035,585
75,416,667	33,512,666	36,631,390	D 111,440,423	D 197,533,525	D 212,005,527	4,966,652
2.63	1.14	1.23	D 3.70	D 6.82	D 7.85	0.20
8,029,793	8,143,608	8,243,968	7,938,652	7,377,252	6,816,627	6,830,234
184,621	113,815	100,360	D 305,316	D 561,400	D 560,625	13,607
108,806,219	106,384,139	94,738,305	88,984,862	87,756,886	86,608,010	85,741,513
2,180,557	D 2,422,080	D 11,645,834	D 5,753,443	D 1,227,976	D 1,148,876	D 866,497
420,248,740	437,002,556	446,386,065	450,055,419	438,777,574	431,865,541	445,379,402
16,054,681	16,753,816	9,383,509	3,669,354	D 11,277,845	D 6,912,033	13,513,861
3.97	3.99	2.15	0.82	D 2.51	D 1.58	3.13
\$212,663,789	\$215,278,851	\$225,218,326	\$225,218,326	\$224,479,886	\$211,053,474	\$205,474,205
491,378,515	486,558,449	476,811,905	468,417,612	458,973,759	454,757,659	447,537,816
51,616,757	48,999,675	25,660,164	25,560,164	25,388,421	25,014,528	23,964,062
\$755,659,061	\$750,836,975	\$727,690,395	\$719,196,102	\$708,842,066	\$690,825,661	\$676,976,083
289,215,777	315,215,777	316,215,777	329,215,777	332,215,777	¹⁰ 332,215,777	¹⁰ 332,215,777
1,044,874,838	\$1,066,052,752	\$1,043,906,172	\$1,048,411,879	\$1,041,057,843	\$1,023,041,438	\$1,009,191,860
\$16,330,650	\$21,177,914	D \$22,146,580	\$4,505,707	D \$7,354,036	D \$18,016,405	D \$13,849,578
\$25,105,545	\$22,529,900	\$23,116,750	\$23,147,150	\$22,561,220	\$18,250,720	\$18,064,620
4,411,539	4,349,539	4,329,000	4,424,000	2,095,000	959,000	7,244,000
22,197,347	22,236,168	24,174,119	24,074,119	23,896,375	23,522,483	22,478,017
\$51,714,431	\$49,115,607	\$51,619,869	\$51,645,269	\$48,552,595	\$42,732,203	\$47,786,637
\$993,160,407	\$1,016,937,145	\$992,286,303	\$996,766,610	\$992,505,248	\$980,309,235	\$961,405,223

⁴ Excludes fatalities occurring outside New York City limits.⁵ Active and idle, but excluding chartered car.⁶ Excludes Rapid Transit Bonds of the City of New York issued for investment in Contracts nos. 1-4 which are shown separately below; see also note 10. Reacquired securities have been included, and demand notes for construction advances (in effect long term notes), certificates of indebtedness of B.-M.T. companies and matured funded debt have been transferred to the unfunded permanent debt classification, which also includes interest bearing construction advances.⁷ Includes certificates of indebtedness, notes treated by creditor companies as permanent, construction advances, and matured funded debt held by system companies.⁸ Of which, net decrease due to the reorganization of the New York Railways was \$47,644,205.⁹ City of New York—Independent System Operation is not included as an operating company, but its available are included below.¹⁰ No data available for City of New York—Independent System Operation.

TABLE 3. ROAD AND TRACK MILEAGE, JUNE 30, 1908-1934
(A) Length of road and track

JUNE 30 —	ROAD OR FIRST TRACK		Second track	Third to eighth tracks	Sidings, turnouts, etc.	Total running track	Track in car-houses, yards, etc.	Grand total
	On streets or other public ways	On private right of way						
1908 ¹	657.392	78.504	596.752	47.038	68.121	1,447.807	86.242	1,534.049
1909.....	666.186	79.303	605.619	47.898	68.406	1,467.412	86.890	1,554.302
1910.....	670.191	89.274	613.493	47.550	71.295	1,491.803	90.851	1,582.654
1911.....	696.375	90.446	625.453	47.550	70.713	1,530.537	98.665	1,629.202
1912.....	703.213	90.598	637.672	47.600	53.893	1,532.976	114.553	1,647.529
1913.....	706.515	92.353	644.511	47.600	53.774	1,544.753	121.129	1,665.882
1914.....	715.066	89.011	655.758	48.174	48.027	1,556.036	130.816	1,686.852
1915.....	729.821	84.423	659.863	56.820	51.717	1,582.644	128.867	1,711.511
1916.....	735.779	83.620	665.818	96.037	44.929	1,626.183	130.662	1,756.845
1917.....	758.736	85.189	688.867	113.455	44.519	1,690.766	130.128	1,820.894
1918.....	769.758	83.805	700.407	121.836	42.763	1,718.569	129.130	1,847.699
1919.....	782.814	84.653	717.424	148.264	45.286	1,778.441	132.800	1,911.241
1920*.....	790.263	85.525	724.446	151.452	44.490	1,796.176	128.485	1,924.661
1921*.....	801.963	84.037	737.614	164.612	46.573	1,834.799	131.338	1,966.137
1922.....	759.872	78.876	720.698	174.596	42.803	1,776.845	132.093	1,908.938
1923.....	760.107	78.315	722.037	176.177	41.973	1,778.609	130.345	1,908.954
1924.....	757.902	77.726	720.086	175.685	40.077	1,771.476	136.652	1,908.128
1925.....	746.831	77.743	717.281	176.034	38.559	1,756.448	138.071	1,894.519
1926.....	719.085	71.660	719.634	176.301	32.812	1,719.492	139.394	1,858.886
1927.....	715.159	71.634	718.836	176.069	32.145	1,713,843	141.849	1,855.692
1928.....	696.603	70.785	707.521	178.009	32.981	1,685.899	154.059	1,839.958
1929.....	687.690	69.032	698.101	178.365	31.242	1,664.430	160.740	1,825.170
1930.....	681.131	68.818	694.146	178.917	29.639	1,652.651	160.508	1,813.159
1931.....	664.919	67.787	691.695	179.689	28.683	1,632,773	158.270	1,791.043
1932.....	661.131	67.403	685.943	179.689	28.638	1,622.804	157.902	1,780.706
1933.....	658.634	66.769	683.250	203.755	32.065	1,644.473	166.987	1,811.460
1934.....	650.976	55.815	675.954	224.495	34.941	1,642.181	169.866	1,812.047

(B) Increase in road and track²

JUNE 30 —	NEW LINE OPENED ³			INCREASE IN ALL TRACK		
	Rapid transit	Surface	Total	Rapid transit	Surface	Total
1908.....	2.510	8.582	11.092	16.890	15.286	32.176
1909.....	3.440	6.161	9.601	7.696	12.557	20.253
1910.....	.....	7.220	7.220	D 0.020	13.900	13.880
1911.....	0.090	17.521	17.611	3.670	32.694	36.364
1912.....	.....	8.158	8.158	1.026	17.566	18.592
1913.....	.....	6.612	6.612	D 0.020	14.316	14.296
1914.....	1.204	3.322	4.526	2.813	11.664	14.477
1915.....	8.320	2.108	10.428	25.161	6.618	31.779
1916.....	6.960	D 2.193	4.767	49.575	D 3.238	46.337
1917.....	19.893	3.226	23.119	58.024	5.332	63.356
1918.....	8.806	0.832	9.638	23.929	2.876	26.805
1919.....	23.180	D 9.276	13.904	77.008	D 13.466	63.542
1920.....	4.971	0.182	5.153	13.636	D 1.593	12.043
1921.....	17.879	D 6.159	11.720	51.901	D 11.517	40.384
1922.....	0.048	⁴ D 10.153	⁴ D 10.105	3.442	⁴ D 17.952	⁴ D 14.510
1923.....	0.903	D 1.357	D 0.454	3.388	D 3.730	D 0.342
1924.....	3.398	D 2.936	0.462	10.885	D 6.041	4.844
1925.....	.....	D 11.263	D 11.263	4.715	D 19.811	D 15.096
1926.....	1.323	D 35.849	D 34.526	4.043	D 40.340	D 36.297
1927.....	0.980	D 5.275	D 4.295	3.759	D 6.691	D 2.932
1928.....	0.840	D 21.489	D 20.649	19.395	D 35.425	D 16.030
1929.....	3.630	D 10.628	D 6.998	14.168	D 20.270	D 6.102
1930.....	D 0.254	D 4.624	D 4.878	D 0.623	D 7.529	D 8.152
1931.....	1.105	D 18.559	D 17.454	2.762	D 25.055	D 22.293
1932.....	.....	D 1.681	D 1.681	.....	D 3.469	D 3.469
1933.....	15.317	D 17.270	D 1.953	75.965	D 41.474	34.491
1934.....	18.699	D 33.629	D 14.930	66.833	D 58.718	8.115

For footnotes see page 150.

TABLE 3. Road and track mileage, June 30, 1908-1934

(C) Length of road or line divided between surface and rapid transit companies

JUNE 30 —	MILES OF LINE OPERATED BY SURFACE COMPANIES ASSIGNED TO BOROUGH ^s OF					City-owned bridge track	Total surface	Rapid transit ⁶	Grand total
	Manhattan	Bronx	Brooklyn	Queens	Richmond				
1908 ¹ ..	153.367	93.678	228.664	97.910	36.590	5.383	615.592	120.304	735.896
1909.....	153.357	98.375	229.550	98.200	36.590	5.673	621.745	123.744	745.489
1910.....	156.208	100.848	233.387	101.260	36.620	7.404	635.727	123.738	759.465
1911.....	152.045	104.093	235.121	127.710	36.620	7.404	662.993	123.828	786.821
1912.....	145.443	112.664	235.323	128.390	39.050	9.069	669.939	123.872	793.811
1913.....	143.797	115.813	235.032	131.730	37.010	10.162	673.544	125.324	798.868
1914.....	140.713	120.791	234.909	133.790	37.010	10.336	677.549	126.528	804.077
1915.....	144.066	118.525	236.662	133.770	36.910	11.117	681.050	133.194	814.244
1916.....	145.179	119.301	236.822	132.667	36.930	8.932	679.831	139.568	819.399
1917.....	144.440	120.072	240.851	133.507	36.930	8.664	684.464	159.461	843.925
1918.....	142.582	119.038	244.016	134.027	36.930	8.703	685.296	168.267	853.563
1919.....	136.582	117.331	252.187	134.027	36.930	8.703	685.760	181.707	867.467
1920*.....	138.647	118.589	252.133	133.427	36.930	9.065	688.791	186.997	875.788
1921*.....	131.695	119.366	251.443	132.717	36.930	8.973	681.124	204.876	886.000
1922.....	127.125	106.259	250.650	103.680	36.930	7.973	632.617	206.131	838.748
1923.....	126.282	106.066	250.456	103.681	36.930	7.973	631.388	207.034	838.422
1924.....	123.917	104.081	248.614	103.681	36.930	7.973	625.196	210.432	835.628
1925.....	115.401	103.548	248.491	101.799	36.930	7.973	614.142	210.432	824.574
1926.....	114.941	103.718	248.452	66.976	36.930	7.973	578.990	211.755	790.745
1927.....	115.049	99.536	248.002	66.568	36.930	7.973	574.058	212.735	786.793
1928.....	113.394	99.518	245.837	66.331	20.760	7.973	553.813	213.575	767.388
1929.....	113.096	98.108	243.670	55.730	20.940	7.973	539.517	217.205	756.722
1930.....	110.322	97.796	241.194	56.034	20.940	6.712	532.998	216.951	749.949
1931.....	108.596	86.362	239.010	52.904	20.940	6.838	514.650	218.056	732.706
1932.....	108.596	86.638	236.107	52.904	20.910	5.323	510.478	218.056	728.534
1933.....	92.182	86.453	234.258	52.904	20.910	5.323	492.030	233.373	725.403
1934.....	92.657	86.439	230.037	40.364	.....	5.323	454.820	251.971	706.791

(D) Length of all track divided between surface and rapid transit companies

JUNE 30 —	MILES OF TRACK OPERATED BY SURFACE COMPANIES ASSIGNED TO BOROUGH ^s OF —					City owned bridge track	Total surface	Rapid transit ⁶	Grand total
	Manhattan	Bronx	Brooklyn	Queens	Richmond				
1908 ¹	307.142	166.483	487.245	148.520	64.630	10.766	1,184.786	349.263	1,534.049
1909.....	307.221	176.096	489.269	148.880	64.630	11.247	1,197.343	356.959	1,554.302
1910.....	310.846	181.901	495.944	155.700	65.630	14.723	1,224.744	357.910	1,582.654
1911.....	306.191	188.468	499.440	193.170	65.630	14.723	1,267.622	361.580	1,629.202
1912.....	297.693	206.927	499.601	193.980	63.240	18.074	1,284.515	363.014	1,647.529
1913.....	295.863	211.572	504.431	201.800	65.980	20.338	1,299.984	365.898	1,665.882
1914.....	295.832	223.422	504.757	207.463	65.980	20.687	1,318.141	368.711	1,686.852
1915.....	297.941	217.703	508.415	207.903	65.780	23.536	1,321.328	390.183	1,711.511
1916.....	299.876	219.174	506.620	206.730	65.890	19.256	1,317.546	439.299	1,756.845
1917.....	298.544	219.338	513.085	207.994	65.890	18.720	1,323.571	497.323	1,820.894
1918.....	295.706	217.179	519.220	209.654	65.890	18.798	1,326.447	521.252	1,847.699
1919.....	288.095	212.698	549.186	209.707	65.890	18.798	1,344.374	566.867	1,911.241
1920*.....	287.136	214.366	548.420	209.047	65.890	19.299	1,344.158	580.503	1,924.661
1921*.....	277.595	215.898	547.399	207.614	65.890	19.337	1,333.733	632.404	1,966.137
1922.....	270.388	194.048	542.430	170.579	65.890	15.895	1,259.230	649.708	1,908.938
1923.....	268.014	194.586	540.857	170.616	65.890	15.895	1,255.858	653.096	1,908.954
1924.....	263.264	190.269	537.399	171.066	65.890	15.895	1,243.783	664.345	1,908.128
1925.....	248.158	190.584	536.476	168.456	65.890	15.895	1,225.459	669.060	1,894.519
1926.....	247.182	191.261	535.969	129.586	65.890	15.895	1,185.783	673.103	1,858.886
1927.....	247.321	186.396	534.455	128.873	65.890	15.895	1,178.830	676.862	1,855.692
1928.....	242.955	186.629	532.540	128.542	37.140	15.895	1,143.701	696.257	1,839.958
1929.....	241.445	184.919	528.078	108.138	36.270	15.895	1,114.745	710.425	1,825.170
1930.....	237.351	184.556	525.828	108.657	36.270	13.371	1,106.033	707.126	1,813.159
1931.....	232.121	171.459	522.197	105.485	36.270	13.623	1,081.155	709.883	1,791.043
1932.....	232.181	171.601	514.841	105.485	36.210	10.593	1,070.911	709.795	1,780.706
1933.....	194.563	170.901	508.526	105.477	35.640	10.593	1,025.700	785.760	1,811.460
1934.....	195.447	170.526	499.693	83.397	.....	10.593	959.656	852.391	1,812.047

For footnotes see following page.

TABLE 3. Road and track mileage, June 30, 1908-1934
(E) Distribution by mode of operation

JUNE 30 —	OVERHEAD CONTACT					Horse	Other ⁸	Total
	Third-rail contact	"El" train operation ⁷	Other operation	Under- ground contact	Storage battery			
1908 ¹	289.635	* 59.628	867.842	236.878	.....	76.106	3.960	1,534.049
1909.....	295.607	61.352	879.839	237.438	.....	76.003	4.063	1,554.302
1910.....	295.575	62.335	903.715	239.703	.....	78.334	2.992	1,582.654
1911.....	298.915	62.665	955.065	239.886	9.039	62.532	1.100	1,629.202
1912.....	299.077	63.937	978.804	241.317	17.407	44.257	2.730	1,647.529
1913.....	299.057	66.841	996.111	237.123	36.252	29.398	1.100	1,665.882
1914.....	301.870	66.841	1,013.731	238.210	50.091	11.164	4.945	1,686.852
1915.....	321.327	68.856	1,010.435	241.500	54.895	9.663	4.835	1,711.511
1916.....	397.586	41.713	1,006.015	241.908	55.636	9.710	4.277	1,756.845
1917.....	459.779	37.544	1,013.379	241.373	¹⁰ 62.062	2.480	4.277	1,820.894
1918.....	484.701	36.551	1,019.093	241.138	62.098	.....	4.118	1,847.699
1919.....	561.709	5.158	1,044.631	241.101	¹¹ 54.589	.....	4.053	1,911.241
1920*.....	575.493	5.010	1,066.341	237.069	39.101	.....	1.647	1,924.661
1921*.....	627.064	5.340	1,051.593	239.549	40.944	.....	1.617	1,966.137
1922.....	644.582	5.126	987.001	236.212	36.017	.....	.....	1,908.958
1923.....	647.970	5.126	986.003	236.743	33.112	.....	.....	1,908.954
1924.....	659.137	5.208	980.697	235.434	27.652	.....	.....	1,908.128
1925.....	663.886	5.174	975.802	234.936	14.721	.....	.....	1,894.519
1926.....	667.929	5.174	937.104	234.615	14.064	.....	.....	1,858.886
1927.....	671.688	5.174	930.008	234.802	14.020	.....	.....	1,855.692
1928.....	691.083	5.174	899.245	232.293	12.163	.....	.....	1,839.958
1929.....	705.945	4.480	871.799	230.946	12.000	.....	.....	1,825.170
1930.....	702.762	4.364	867.223	229.543	9.267	.....	.....	1,813.159
1931.....	705.524	4.364	847.502	227.633	6.020	.....	.....	1,791.043
1932.....	705.431	4.364	840.228	224.663	6.020	.....	.....	1,780.706
1933.....	781.396	4.364	831.414	192.204	2.082	.....	.....	1,811.460
1934.....	848.027	4.364	764.486	193.236	1.934	.....	.....	1,812.047

* Figures for 1920 and 1921 include track of companies which discontinued operations during 1920.

¹ Figures differ from those originally published owing to reclassification.

² Changes due to remeasurement or reclassification are in general excluded; thus increases are in general not arithmetical differences. Some figures have been revised since original publication.

³ For rapid transit, gross and net increase are generally the same; for surface, net after deducting track removal.

⁴ The decrease due to the omission in 1922 of track owned by companies no longer operating (36.135 miles of road; 46.143, all track) is not reflected here.

⁵ Generally these borough groups include some road and track extending into another borough and not all of their own. For strict physical division of track by boroughs, see Division F.

⁶ For classification of track in Brooklyn used for both rapid transit train and surface car operation prior to 1920, see general note, Division F.

⁷ Through 1918 chiefly West End and Culver surface extensions; from 1919 to date, "electrically operated elevated trolley contact" operation on Canarsie Line of the B.-M. T.

⁸ Consists principally of unused track and track without power construction; figures for 1911-1913 include 1.10 miles of monorail electric, an experimental mode of operation.

⁹ Includes 1.83 of the South Brooklyn operated by steam.

¹⁰ Includes 13.090 simultaneously operated by horse and storage-battery, of which 7.142 was classed, in 1917 Report, as horse. Indefiniteness of classification is due to gradual changes being in process at close of year.

¹¹ Includes 16.178 miles not operated, of storage-battery track of New York Railways.

TABLE 3. Road and track mileage, June 30, 1908-1934
(F) Geographical location of surface and rapid transit railway track

JUNE 30 —	SURFACE RAILWAYS						Total
	Manhattan	Bronx	Brooklyn	Queens	Richmond	Outside of City ¹	
1908.....	314.731	129.547	432.108	176.470	64.630	67.300	1,184.786
1909.....	315.291	139.160	434.132	176.830	64.630	67.300	1,197.343
1910.....	320.912	143.624	440.816	191.381	65.630	62.381	1,224.744
1911.....	317.848	140.854	444.312	207.321	65.630	91.657	1,267.622
1912.....	310.181	153.234	445.065	204.022	68.240	103.768	1,284.515
1913.....	310.998	156.382	450.554	211.157	65.980	104.918	1,299.984
1914.....	311.875	173.549	449.148	218.477	65.980	99.112	1,318.141
1915.....	315.183	167.868	452.607	220.803	65.780	99.087	1,321.328
1916.....	316.102	167.914	451.168	216.989	65.890	99.483	1,317.546
1917.....	314.423	167.701	456.875	219.011	65.890	99.671	1,323.571
1918.....	311.806	167.701	457.066	226.615	65.890	97.369	1,326.447
1919.....	304.165	166.046	487.032	226.598	65.890	94.643	1,344.374
1920*.....	303.537	169.706	486.266	225.958	65.890	92.801	1,344.158
1921*.....	293.542	171.488	485.308	224.704	65.890	92.801	1,333.733
1922.....	285.031	147.797	474.916	212.172	65.890	73.424	1,259.230
1923.....	282.595	148.352	472.985	212.567	65.890	73.469	1,255.858
1924.....	277.845	144.036	469.578	212.966	65.890	73.468	1,243.783
1925.....	264.417	144.047	468.351	210.660	65.890	72.094	1,225.459
1926.....	263.443	144.397	467.882	202.122	65.890	42.049	1,185.783
1927.....	263.582	144.382	468.784	198.993	65.890	37.199	1,178.830
1928.....	259.216	144.331	467.659	197.872	37.140	37.483	1,143.701
1929.....	257.691	144.015	463.587	177.448	36.270	35.734	1,114.745
1930.....	252.293	143.885	460.794	177.548	36.270	35.243	1,106.033
1931.....	247.023	143.139	457.870	176.481	36.270	20.372	1,081.155
1932.....	245.568	143.518	448.935	176.545	36.210	20.135	1,070.911
1933.....	207.756	143.007	442.413	176.744	35.640	20.140	1,025.700
1934.....	208.640	143.000	433.600	154.684	.....	19.732	959.656
JUNE 30 —	RAPID TRANSIT RAILWAYS						Total
	Manhattan	Bronx	Brooklyn	Queens	Richmond	Outside of City ¹	
1908.....	164.008	30.180	152.585	2.490	.....	.....	349.263
1909.....	165.389	33.130	155.950	2.490	.....	.....	356.959
1910.....	165.362	33.130	156.929	2.489	.....	.....	357.910
1911.....	165.332	36.460	157.299	2.489	.....	.....	361.560
1912.....	165.223	36.510	158.792	2.489	.....	.....	363.014
1913.....	165.203	36.510	158.792	5.393	.....	.....	365.898
1914.....	168.016	36.510	159.124	5.061	.....	.....	368.711
1915.....	171.542	36.510	177.415	4.716	.....	.....	390.183
1916.....	179.375	40.670	206.053	13.201	.....	.....	439.299
1917.....	180.095	66.540	211.447	39.241	.....	.....	497.323
1918.....	198.507	72.550	208.966	41.229	.....	.....	521.252
1919.....	236.694	85.853	198.251	46.069	.....	.....	566.867
1920.....	242.000	91.983	200.451	46.069	.....	.....	580.503
1921.....	244.501	105.483	234.702	47.718	.....	.....	632.404
1922.....	247.228	103.530	250.257	48.693	.....	.....	649.708
1923.....	246.548	104.530	251.850	50.168	.....	.....	653.096
1924.....	248.654	107.500	258.243	49.948	.....	.....	664.345
1925.....	249.994	110.440	258.209	50.417	.....	.....	669.060
1926.....	251.174	111.750	259.362	50.817	.....	.....	673.103
1927.....	252.744	111.750	260.951	51.417	.....	.....	676.862
1928.....	254.304	114.030	267.386	60.537	.....	.....	696.257
1929.....	254.124	114.990	280.804	60.507	.....	.....	710.425
1930.....	253.984	115.050	277.585	60.507	.....	.....	707.126
1931.....	256.776	115.020	277.585	60.507	.....	.....	709.888
1932.....	256.776	115.020	277.492	60.507	.....	.....	709.795
1933.....	325.211	115.020	285.022	60.507	.....	.....	785.760
1934.....	333.703	137.032	302.594	79.062	.....	.....	852.391

For footnotes see following page

TABLE 3. Road and track mileage, June 30, 1908-1934
(F) Geographical location of surface and rapid transit railway track—Concluded

JUNE 30 —	ALL TRACK						Total
	Manhattan	Bronx	Brooklyn	Queens	Richmond	Outside of City ¹	
1908.....	478.739	159.727	584.693	178.960	64.630	67.300	1,534.049
1909.....	480.680	172.290	590.082	179.320	64.630	67.300	1,554.302
1910.....	486.274	176.754	597.745	193.870	65.630	62.381	1,582.654
1911.....	483.180	177.314	601.611	209.810	65.630	91.657	1,629.202
1912.....	475.404	189.744	603.857	206.516	68.240	103.768	1,647.529
1913.....	476.201	192.892	609.346	216.545	65.980	104.918	1,665.882
1914.....	479.891	210.059	608.272	223.538	65.980	99.112	1,686.852
1915.....	486.725	204.378	630.022	225.519	65.780	99.087	1,711.511
1916.....	495.477	208.584	657.221	230.190	65.890	99.483	1,756.845
1917.....	494.518	234.241	668.322	258.252	65.890	99.671	1,820.894
1918.....	510.313	240.251	666.032	267.844	65.890	97.369	1,847.699
1919.....	540.859	251.899	685.283	272.667	65.890	94.643	1,911.241
1920*.....	545.537	261.689	686.717	272.027	65.890	92.801	1,924.661
1921*.....	538.043	276.971	720.010	272.422	65.890	92.801	1,966.137
1922.....	532.259	251.327	725.173	260.865	65.890	73.424	1,908.938
1923.....	529.143	252.882	724.835	262.735	65.890	73.469	1,908.954
1924.....	526.499	251.536	727.821	262.914	65.890	73.468	1,908.128
1925.....	514.411	254.487	726.560	261.077	65.890	72.094	1,894.519
1926.....	514.617	256.147	727.244	252.939	65.890	42.049	1,858.886
1927.....	516.326	256.132	729.735	250.410	65.890	37.199	1,855.692
1928.....	513.520	258.361	735.045	258.409	37.140	37.483	1,839.953
1929.....	511.815	259.005	744.391	237.955	36.270	35.734	1,825.170
1930.....	506.277	258.935	738.379	238.055	36.270	35.243	1,813.159
1931.....	503.799	258.159	735.455	236.988	36.270	20.372	1,791.043
1932.....	502.344	258.538	726.427	237.052	36.210	20.135	1,780.706
1933.....	532.967	258.027	727.435	237.251	35.640	20.140	1,811.460
1934.....	542.343	280.032	736.194	233.746	.....	19.732	1,812.047

NOTE.—Prior to 1919, the division of Brooklyn track between "surface" and "rapid transit" was unsatisfactory, owing to the existence of a considerable mileage having mixed characteristics. There were four quasi rapid transit routes to Coney Island originally built on private right-of-way under steam railroad charters — the Brighton Beach, Sea Beach, West End and Culver lines of the B.-M. T. (formerly B. R. T.) Elevated Division. On each side of much of this track a street was subsequently constructed, rendering the track virtually street-surface. Most of the track was used not only for the operation of single trolley cars but also for trains continuing from an elevated structure. The Brighton Beach and Sea Beach lines were rebuilt either above grade or sub-grade, while the City of New York pursuant to Contract No. 4 constructed the New Utrecht and Gravesend Avenue elevated rapid-transit railways over the West End and Culver lines, respectively, and the latter surface tracks are now used by their owners (Brooklyn & Queens Transit and South Brooklyn Ry. Co.) solely for trolley car operation, the transition having taken place on June 24, 1916, and March 16, 1919, respectively. The apparent decrease of 10.71 miles of rapid transit track in Brooklyn in 1919 is due almost entirely to the transfer of the South Brooklyn Ry. Co. to the street surface group, thereby eliminating 30.23 miles of track (one-third of which was yard and storage track), as compared with the 20.68 miles (net) of new elevated track. All track of the former Nassau Electric R. R. is here classified as surface track throughout, although the portion at one time used by West End "L" trains is included down to 1915 in the B.-M. T. (formerly B. R. T.) Elevated Division in the Growth of City Transit summary (Table 1), in harmony with the grouping of passenger traffic.

* Figures for 1920 and 1921 include track of companies which discontinued operations during 1920.

¹ Through 1925, approximately one-half of the track outside the city was in Westchester County and one-half in Nassau County; after 1925 most of the track was in Westchester County.

² Temporary increase due to rerouting on parallel streets while the old tracks were still in place.

³ Decrease due principally to abandonment and later removal of the two tracks on the roadway of the Queensboro Bridge.

⁴ See general note for explanation of increase in surface and decrease in rapid transit track.

TABLE 4. STREET RAILWAY POWER PLANTS

(A) Capacity and output, 1908-1934

CAPACITY AT CLOSE OF YEAR

YEAR ENDED JUNE 30 —	Boilers (h. p.) ¹	Engines (recipr.) (h. p.)	Turbo- units (kw.)	All A. C. generators (kw.) ²	Substations (rotary converters) (kw.)	Energy (A. C.) generated during year (kw. hrs.) ²
						N. R.
1908.....	185,530	306,050	49,250	213,950	251,900	885,330,986
1909.....	212,316	301,700	67,600	232,300	265,900	985,769,256
1910.....	211,766	307,095	104,600	274,300	280,900	1,050,464,645
1911.....	211,266	364,725	129,625	336,825	309,720	1,074,160,046
1912.....	210,766	363,525	124,000	331,200	319,120	968,166,851
1913.....	195,730	322,775	122,000	305,200	327,320	947,741,504
1914.....	195,225	286,775	142,000	302,700	334,162	991,116,728
1915.....	195,225	274,775	202,000	355,200	370,862	1,069,669,574
1916.....	190,725	260,775	224,500	370,200	390,862	1,041,797,248
1917.....	181,225	243,800	224,500	370,200	410,862	1,097,724,448
1918.....	175,225	233,800	314,500	460,200	442,862	1,167,669,819
1919.....	175,225	232,800	374,500	520,200	525,262	1,233,207,785
1920.....	175,225	226,800	405,000	550,700	522,762	1,210,638,200
1921.....	175,225	226,800	474,500	620,200	523,762	1,267,774,000
1922.....	173,025	225,750	472,500	618,200	522,562	1,371,620,600
1923.....	173,025	225,750	472,500	618,200	525,562	1,457,895,980
1924.....	151,580	169,250	472,500	578,700	534,562	1,550,845,100
1925.....	156,536	169,250	472,500	578,700	554,562	1,599,478,900
1926.....	152,636	169,250	467,500	573,700	566,562	1,626,401,300
1927.....	152,636	169,250	467,500	573,700	583,042	1,717,634,900
1928.....	152,900	169,250	467,500	573,700	591,492	1,786,324,700
1929.....	152,900	169,250	467,500	573,700	591,742	1,843,977,800
1930.....	152,900	169,250	467,500	573,700	589,742	1,872,555,500
1931.....	152,900	169,250	467,500	573,700	579,422	1,826,932,600
1932.....	152,900	169,250	467,500	573,700	³ 576,822	1,775,763,600
1933.....	152,900	169,250	467,500	573,700	³ 573,922	1,806,876,800
1934.....	152,900	169,250	467,500	573,700		

NOTE.—Included through 1923 are the generating plants of New York Railways and New York and Long Island, both of which closed down (1915 and 1921, respectively) but were not dismantled until 1924; excluded from 1921 are the New York & North Shore and Staten Island Midland, which closed down in 1921 and 1915 respectively. The Third Avenue plant is excluded from 1913 on, as it was leased to New York Edison, Nov. 7, 1912. The Richmond Light & Railroad is excluded throughout, being classed with light and power companies. From 1921-1934 the only operating plants were the I. R. T. and B.-M. T. (Williamsburgh Power Plant Corporation).

¹ Where, after 1913, square feet of heating surface is reported instead of horsepower, the former is reduced to the latter on the basis of the ratio of the corresponding horsepower returned in 1913.

² In addition there were D. C. generators with aggregate capacity of 36,520 kw. in 1908, declining to 5,400 in 1922, and D. C. kw. hrs. generated aggregating approximately 77,000,000 in 1909, declining to 7,400,000 in 1934.

³ Exclusive of City of New York—Independent System Operation.

TABLE 4. Street railway power plants
(B) Quantity and cost of coal used in power plants, 1915-1934

YEAR ENDED JUNE 30 —	TONS OF 2,000 POUNDS		TOTAL COST		AVERAGE COST			Lbs. per kw. hr.
	Anthra- cite	Bitu- minous	Anthra- cite	Bitu- minous	Anthra- cite	Bitu- minous	Total	
1915	262,587	971,852	\$450,012	\$2,811,268	\$1 71	\$2 89	\$2 64	2.49
1916	235,041	941,057	407,542	2,719,623	1 73	2 89	2 66	2.20
1917	241,280	940,717	481,349	2,877,129	1 99	3 06	2 84	2.27
1918	241,278	1,024,566	676,540	3,710,158	2 80	3 62	3 47	2.31
1919	178,938	1,129,978	686,753	6,073,848	3 84	5 38	5 17	2.24
1920	118,586	1,171,821	481,025	6,707,945	4 06	5 72	5 57	2.09
1921	69,268	1,123,190	301,168	8,156,808	4 35	7 26	7 09	1.97
1922	40,803	1,136,005	161,049	6,916,600	3 95	6 09	6 01	1.86
1923	53,542	1,262,147	214,527	8,747,154	4 01	6 93	6 81	1.92
1924	27,287	1,234,567	99,539	7,347,198	3 65	5 95	5 90	1.72
1925	27,571	1,258,822	98,185	6,500,136	3 56	5 16	5 13	1.65
1926	17,810	1,345,939	69,179	6,522,436	3 88	4 85	4 83	1.70
1927	16,106	1,360,277	57,640	6,755,895	3 58	4 97	4 95	1.67
1928	18,078	1,397,946	64,997	6,743,636	3 60	4 82	4 81	1.64
1929	17,893	1,434,717	64,996	6,797,455	3 63	4 74	4 72	1.62
1930	18,663	1,491,043	66,979	6,918,050	3 59	4 64	4 63	1.63
1931	18,504	1,482,455	64,386	6,722,539	3 48	4 53	4 52	1.60
1932	31,962	1,456,930	107,133	6,241,069	3 35	4 28	4 26	1.62
1933	13,697	1,360,211	45,515	5,355,524	3 32	3 94	3 93	1.54
1934	13,678	1,376,959	44,438	5,553,339	3 25	4 03	4 03	1.53

See Note on preceding page.

TABLE 5. PASSENGER CARS, JUNE 30, 1908-1934

(A) Number owned or leased, by type of car

(Number in parenthesis indicates open cars included in following figure.)

JUNE 30—	Rapid transit	Overhead- trolley	Conduit	Storage- battery	Horse	Total
1908..	(36) 3,355	(1,767) ¹ 4,324	(736) 2,625	....	(160) 451	(2,699) 10,755
1909..	(36) 3,341	(1,758) ¹ 4,306	(656) 3,003	....	(158) 422	(2,608) 11,072
1910..	(36) 3,512	(1,753) ¹ 4,278	(654) 3,006	....	1 (160) 427	(2,603) 11,224
1911..	(36) 3,806	(1,684) 4,116	(609) 3,048	....	² 34 (160) 423	(2,489) 11,427
1912..	(36) 3,854	(1,683) 4,188	(609) 3,005	....	² 84 (90) 328	(2,418) 11,459
1913..	(36) 3,861	(1,738) 4,331	(554) 2,810	....	² 125 (88) 321	(2,416) 11,448
1914..	(36) 3,874	(1,716) 4,523	(554) 2,881	....	209 (50) ³ 182	(2,356) 11,669
1915..	(36) 3,956	(1,642) 4,533	(553) 2,791	....	209 (52) 170	(2,283) 11,659
1916..	(36) 4,554	(1,642) 4,502	(554) 2,760	....	209 (51) 167	(2,283) 12,192
1917..	(36) 4,718	(1,642) 4,479	(554) 2,727	....	266 (51) 167	(2,283) 12,357
1918..	(36) 5,207	(1,636) 4,396	(554) 2,668	....	279	(2,226) 12,550
1919..	(8) 5,440	(1,633) 4,395	(574) 2,665	....	276	(2,215) 12,776
1920..	(8) 5,543	(1,580) 4,607	(427) 2,409	....	276	(2,015) 12,835
1921..	(8) 5,806	(1,560) 4,565	(420) 2,531	....	226	(1,988) 13,128
1922..	(8) 5,962	(1,540) 4,594	(362) 2,436	....	224	(1,910) 13,216
1923..	(8) 5,973	(1,534) 4,611	(319) 2,391	....	219	(1,861) 13,194
1924..	(8) 6,043	(1,388) 4,727	(335) 2,317	....	219	(1,731) 13,306
1925..	(4) 6,260	(1,204) 4,531	(195) 1,756	....	203	(1,403) 12,750
1926..	(3) 6,279	(1,031) 4,315	(197) 1,728	....	83	(1,231) 12,405
1927..	(3) 6,295	(919) 4,088	(184) 1,639	....	67	(1,106) 12,089
1928..	(3) 6,322	(867) 3,935	(177) 1,581	....	66	(1,047) 11,904
1929..	(3) 6,367	(845) 3,923	(176) 1,470	....	63	(1,024) 11,823
1930..	(3) 6,294	(385) 2,992	(195) 1,500	....	63	(583) 10,849
1931..	(3) 6,292	(377) 3,103	(194) 1,486	....	63	(574) 10,944
1932..	(3) 6,288	(345) 3,046	(226) 1,544	....	60	(574) 10,938
1933..	(3) 7,078	(109) 2,579	(174) 1,160	....	10	(286) 10,827
1934..	(3) 7,076	(...) 2,311	(174) 1,234	....	....	(177) 10,621

NOTE.—The cars tabulated as conduit comprise all electric-contact cars reported in possession of Manhattan companies, although certain of those cars may not actually have been in use. Obsolete cars of all types have been kept, unused, for some years before being sold or scrapped. The marked decrease in trolley cars in 1911 is chiefly due to the Union Railway's selling or scrapping 258; the decrease of cars in 1927 is due in part to an adjustment of 142 cars in the inventory of Third Avenue Railway System companies; and the decrease in 1930 is due almost entirely to the scrapping of cars of the predecessor companies of the Brooklyn & Queens Transit.

¹ Includes 14 cable cars, 6 of which are open.

² Includes one monorail electric.

³ Includes 2 omnibuses temporarily operated by Pelham Park and City Island during reconstruction of track.

TABLE 5. Passenger cars, June 30, 1908-1934
(B) Rapid transit cars, by road

JUNE 30 —	INTERBOROUGH RAPID TRANSIT		NEW YORK RAPID TRANSIT (B.-M. T.)		City of New York — Independent System Operation	Total
	Elevated A	Subway B	Elevated C	Subway D		
1908.....	1,591	837	927			3,355
1909.....	1,591	823	927			3,341
1910.....	1,667	917	928			3,512
1911.....	1,748	1,130	928			3,806
1912.....	1,782	1,144	928			3,854
1913.....	1,781	1,144	928			¹ 3,861
1914.....	1,780	1,143	928			¹ 3,874
1915.....	1,775	1,152	928	101		3,956
1916.....	1,880	1,520	928	226		4,554
1917.....	2,249	1,241	928	300		4,718
1918.....	2,248	1,584	919	456		5,207
1919.....	2,217	1,806	917	500		5,440
1920.....	2,213	1,816	917	597		5,543
1921.....	2,213	1,935	914	744		5,806
1922.....	2,213	1,935	936	878		5,962
1923.....	2,213	1,953	907	900		5,973
1924.....	2,201	2,035	907	900		6,043
1925.....	2,194	2,211	905	950		6,260
1926.....	2,190	2,282	853	954		6,279
1927.....	2,187	2,282	852	974		6,295
1928.....	2,172	2,281	848	1,021		6,322
1929.....	2,169	2,280	847	1,071		6,367
1930.....	2,169	2,280	774	1,071		6,294
1931.....	2,168	2,280	773	1,071		6,292
1932.....	2,168	2,280	769	1,071		6,288
1933.....	2,158	2,280	769	1,071	800	7,078
1934.....	2,158	2,280	767	1,071	800	7,076

A — To 1915 the figures represent cars owned by the Manhattan Ry. Co. and held by the Interborough under its lease of that company's property. Thereafter they include also cars bought by the Interborough and held under the agreement of March 19, 1913 (Elevated Extensions Certificate) with the City of New York as follows: 1916, 108; 1917 and 1918, 477; 1919-1927, 476; 1928-1932, 475; 1933 and 1934, 470.

B — To 1916 the figures represent cars installed and owned by the company under Contract No. 2. Thereafter they include also cars held by the company under Contract No. 3 as follows: 1917, 102; 1918, 445; 1919, 669; 1920, 679; 1921-1924, 798; 1925-1928, 796; 1929, 996; 1930-1934, 1,146; and cars leased from New York Trust Co.: 1923, 18; 1924, 100; 1925, 279; 1926-1928, 350; 1929, 150.

C — Cars owned by the company since 1913, previously held by the Brooklyn Union Elevated R. R., Canarsie R. R. and Transit Development Co. Additional cars leased from the Long Island R. R. in 1913 and 1914 are specified in note 1.

D — Cars with right of reversion in the City of New York under Contract No. 4.

¹ Includes also cars temporarily leased by the New York Consolidated from the Transit Development Co. and the Long Island R. R. (in 1913, 2 from T. D. Co. and 6 from L. I. R. R.; in 1914, 23 from the L. I. R. R.)

TABLE 5. Passenger cars, June 30, 1908-1934

(C) Seating capacity

JUNE 30 —	NUMBER OF CARS				TOTAL SEATING CAPACITY				AVERAGE SEATING CAPACITY			
	Total	Open	Closed	Other ¹	All cars	Open	Closed	Other ¹	All cars	Open	Closed	Other ¹
1908.....	10,755	2,699	6,487	1,569	479,548	148,954	259,486	71,108	45	55	40	45
1909.....	11,072	2,608	6,643	1,821	499,631	147,484	268,479	83,668	45	57	40	46
1910.....	11,224	2,603	6,756	1,865	507,582	146,104	275,230	86,248	45	56	41	46
1911.....	11,427	2,489	6,902	2,036	518,534	139,949	284,825	93,760	45	56	41	46
1912.....	11,459	2,418	7,001	2,040	518,261	138,078	286,656	93,527	45	57	41	46
1913.....	11,448	2,416	6,997	2,035	517,973	138,398	286,098	93,477	45	57	41	46
1914.....	11,669	2,356	7,190	2,123	531,542	135,458	296,564	99,520	46	57	41	47
1915.....	11,659	2,283	6,945	2,431	532,720	131,781	288,609	112,330	46	58	42	46
1916.....	12,192	2,283	7,477	2,432	560,514	128,267	319,861	112,386	46	56	43	46
1917.....	12,357	2,283	7,585	2,489	570,900	128,267	328,845	113,788	46	56	43	46
1918.....	12,550	2,226	7,831	2,493	590,909	125,987	351,192	113,730	47	57	45	46
1919.....	12,776	2,215	8,110	2,451	602,170	124,687	365,725	111,758	47	56	45	46
1920.....	12,835	2,015	8,442	2,378	615,431	116,449	392,402	106,580	48	58	46	45
1921.....	13,128	1,988	8,779	2,361	629,927	114,779	411,501	103,647	48	58	47	44
1922.....	13,216	1,910	8,905	2,401	643,750	111,839	425,884	106,027	49	59	48	44
1923.....	13,194	1,861	8,728	2,605	641,168	108,995	419,329	112,844	49	59	48	43
1924.....	13,306	1,731	8,969	2,606	646,602	101,642	431,451	113,569	49	58	48	44
1925.....	12,750	1,403	8,927	2,420	626,187	85,862	434,423	105,902	49	61	49	44
1926.....	12,405	1,231	8,949	2,225	615,911	76,737	441,396	97,778	50	62	49	44
1927.....	12,089	1,106	9,071	1,912	592,638	69,810	436,741	86,087	49	63	48	45
1928.....	11,904	1,047	8,975	1,882	592,316	66,050	441,251	85,015	50	63	49	45
1929.....	11,823	1,024	8,899	1,900	593,286	64,720	443,982	84,584	50	63	50	45
1930.....	10,849	583	8,742	1,524	541,636	36,805	435,652	69,179	50	63	50	45
1931.....	10,944	574	8,987	1,383	548,465	36,155	446,836	65,474	50	63	50	47
1932.....	10,938	574	8,987	1,377	548,020	36,155	446,206	65,659	50	63	50	48
1933.....	10,827	286	9,318	1,223	555,052	17,645	476,894	60,513	51	62	51	49
1934.....	10,621	177	9,284	1,160	545,088	10,680	476,072	58,336	51	60	51	50

¹That is, convertible and semi-convertible.

TABLE 6. NEW YORK CITY

(A) Transfer¹

[For revenue passengers]

YEAR ENDED JUNE 30 —	STREET SURFACE RAILWAYS					
	Manhattan	Bronx	Brooklyn	Queens ²	Richmond	Total
1908.....	196,872,167	21,691,412	123,630,401	5,224,935	1,659,964	348,878,879
1909.....	139,607,266	20,190,400	135,200,546	5,313,039	1,648,217	301,959,468
1910.....	139,011,581	21,527,010	148,403,523	8,509,593	1,699,825	319,151,532
1911.....	137,890,530	26,371,862	136,343,719	8,943,846	1,833,587	311,383,544
1912.....	144,481,814	32,191,198	137,299,568	9,297,493	2,016,515	325,286,588
1913.....	134,118,226	36,201,615	147,032,064	9,442,049	2,134,869	328,928,823
1914.....	133,669,994	39,973,347	149,771,682	9,014,497	2,076,954	334,506,474
1915.....	137,099,224	39,495,036	161,256,691	8,592,573	2,178,144	348,621,668
1916.....	136,419,190	38,451,516	168,831,541	9,460,126	2,252,910	355,415,283
1917.....	104,558,496	30,501,260	174,035,125	8,087,115	2,432,107	319,614,103
1918.....	104,309,878	34,352,327	165,516,676	6,861,256	2,816,363	313,856,500
1919.....	91,497,716	31,169,977	158,744,862	6,454,683	3,112,997	290,980,235
1920.....	46,094,961	30,229,801	78,877,194	6,559,903	2,396,857	164,158,716
1921.....	37,171,556	35,419,098	36,870,545	6,836,013	1,964,242	118,261,454
1922.....	39,082,935	38,906,136	36,264,962	6,670,476	2,116,558	123,041,067
1923.....	36,565,226	40,504,018	37,650,248	4,317,001	2,058,613	121,095,106
1924.....	32,807,343	40,101,201	37,727,397	4,026,455	1,951,130	116,613,526
1925.....	28,395,638	40,908,767	36,527,888	3,613,168	1,885,036	111,330,497
1926.....	25,592,947	40,781,195	34,858,472	3,488,707	1,643,633	106,364,954
1927.....	23,317,849	43,025,157	34,618,625	3,722,250	1,630,080	106,313,961
1928.....	21,790,450	47,113,653	34,938,737	3,371,261	1,367,304	108,581,405
1929.....	19,819,564	48,707,870	33,357,938	2,957,059	1,331,055	106,173,486
1930.....	17,199,507	47,759,690	25,698,869	2,695,900	1,176,262	94,530,228
1931.....	14,126,775	45,561,128	25,666,786	2,381,054	1,055,226	88,790,969
1932.....	14,538,195	43,218,596	26,444,940	2,329,540	1,001,492	87,532,763
1933.....	13,882,239	44,203,094	25,281,927	2,115,450	868,692	86,351,402
1934.....	13,719,579	45,056,209	24,409,731	1,814,836	450,837	85,451,192

(B) Revenue

1908.....	60,719,724	11,565,288	51,328,714	7,021,819	2,871,188	133,506,733
1909.....	54,963,496	12,926,653	51,154,947	6,774,025	2,997,294	128,816,415
1910.....	55,426,013	13,624,786	52,370,500	7,658,065	3,000,373	132,079,737
1911.....	56,410,121	14,029,774	54,809,118	9,470,443	3,001,186	137,720,642
1912.....	57,299,226	14,858,995	56,408,065	10,088,906	3,069,823	141,725,015
1913.....	55,678,125	16,207,597	58,047,603	9,953,156	3,123,000	143,009,481
1914.....	53,004,035	16,642,746	57,940,050	10,464,623	3,365,135	141,416,589
1915.....	54,545,681	16,873,569	59,211,411	10,870,854	3,357,124	144,858,639
1916.....	53,571,066	16,701,841	60,172,813	10,858,907	3,315,903	144,620,530
1917.....	44,641,948	14,087,460	60,764,785	10,411,869	3,219,931	133,125,993
1918.....	42,531,901	14,727,024	56,832,487	9,498,299	2,863,167	126,452,878
1919.....	37,690,584	12,249,279	52,477,335	9,248,142	2,694,626	114,359,966
1920.....	33,220,345	11,436,042	55,913,759	8,501,206	2,466,843	111,538,195
1921.....	32,885,343	13,055,477	47,880,225	7,943,814	2,655,171	104,420,030
1922.....	31,997,112	12,619,751	49,507,592	8,386,328	3,214,913	105,725,696
1923.....	31,288,073	12,965,512	51,077,116	8,297,668	3,265,772	106,894,141
1924.....	31,013,886	13,386,841	50,408,716	7,889,098	3,465,450	106,963,991
1925.....	29,972,852	13,533,635	50,709,157	7,596,036	3,288,395	105,100,075
1926.....	28,572,510	13,444,591	51,420,074	7,202,416	3,464,606	104,104,197
1927.....	27,554,525	13,570,847	51,876,620	6,283,497	3,256,695	102,542,184
1928.....	26,494,456	14,603,301	51,602,120	6,306,890	1,763,405	100,770,172
1929.....	24,924,749	14,815,671	51,485,967	6,502,101	1,604,692	99,335,180
1930.....	23,916,636	15,253,014	51,199,873	6,607,129	1,539,986	98,516,638
1931.....	22,622,933	14,753,874	54,083,206	6,365,716	1,492,800	99,318,529
1932.....	21,574,262	14,010,081	53,305,319	6,262,867	1,509,383	96,661,892
1933.....	19,449,320	13,160,469	50,257,396	5,901,891	1,450,785	90,219,861
1934.....	17,905,755	13,149,225	48,887,096	4,961,410	774,414	85,677,900

¹ As shown by number of transfer slips collected.² Exclusive of surface lines of the Brooklyn & Queens Transit and predecessor companies (included under Brooklyn), figures not being separable.³ Transfer slips were collected at Third Avenue and 149th Street until May 30, 1927, from passengers changing between Elevated and Subway, and for 1915 to 1918 at Grand Central from passengers changing between the Queensboro and main-line subways. The number has not been

STREET RAILWAY TRAFFIC, 1908-1934

passengers¹

see Table 1.]

RAPID TRANSIT RAILWAYS

INTERBOROUGH RAPID TRANSIT		B.-M. T. Elev-Subway ⁴	City of New York — Independent System Operation	Total	Grand total
Subway ³	Elevated ³				
.....	10,948,723	.....	10,948,723	359,827,602
.....	12,380,753	.....	12,380,753	314,340,221
.....	8,258,686	.....	8,258,686	327,410,218
.....	7,518,489	.....	7,518,489	318,902,033
.....	8,500,550	.....	8,500,550	333,787,138
.....	9,294,434	.....	9,294,434	338,223,257
.....	10,775,489	.....	10,775,489	345,281,963
.....	10,426,486	.....	10,426,486	359,048,154
.....	8,803,767	.....	8,803,767	364,219,050
.....	8,138,913	.....	8,138,913	327,753,016
.....	6,563,238	.....	6,563,238	320,419,738
.....	3,417,555	.....	3,417,555	294,397,790
.....	1,063,729	.....	1,063,729	165,222,445
.....	443,185	.....	443,185	118,704,639
.....	464,746	.....	464,746	123,505,813
.....	527,064	.....	527,064	121,622,170
.....	619,872	.....	619,872	117,233,398
.....	727,610	.....	727,610	112,058,107
.....	427,944	.....	427,944	106,792,898
.....	311,701	.....	311,701	106,625,662
.....	224,814	.....	224,814	108,806,219
.....	210,653	.....	210,653	106,384,139
.....	208,077	.....	208,077	94,738,305
.....	193,893	.....	193,893	88,984,862
.....	224,123	.....	224,123	87,756,886
.....	256,608	.....	256,608	86,608,010
.....	290,321	.....	290,321	85,741,513

car miles

44,005,213	64,676,504	29,971,220	.....	138,652,937	272,159,670
46,220,888	62,612,507	31,670,505	.....	140,503,900	269,320,315
50,258,774	63,646,232	33,480,023	.....	147,385,029	279,464,766
57,110,868	66,220,938	33,307,043	.....	156,638,849	294,359,491
64,544,520	67,985,130	33,894,032	.....	166,423,682	308,148,697
65,697,992	67,829,134	33,902,073	.....	167,429,199	310,438,680
66,454,810	67,791,697	36,703,942	.....	170,950,449	312,367,038
68,375,144	68,158,932	37,455,933	.....	173,990,009	318,848,648
72,041,136	69,308,009	42,049,223	.....	183,398,368	328,018,898
73,671,808	72,259,243	40,973,193	.....	186,904,244	320,030,237
75,082,272	76,343,492	43,251,488	.....	194,677,252	321,130,130
89,688,422	79,013,929	49,516,080	.....	218,218,431	332,578,397
93,387,094	74,134,459	55,607,622	.....	223,129,175	334,667,370
106,129,217	69,233,962	55,374,627	.....	230,737,806	335,157,836
110,555,394	64,336,893	58,909,210	.....	233,801,497	339,527,193
120,107,730	64,716,517	66,973,552	.....	251,797,799	358,691,940
123,542,670	68,593,177	75,001,252	.....	267,137,099	373,301,090
131,226,375	68,449,589	82,574,032	.....	282,249,996	387,350,071
138,903,530	69,084,988	87,097,318	.....	295,085,836	399,190,033
140,052,768	71,419,416	90,490,201	.....	301,962,385	404,504,569
153,536,276	71,810,533	94,388,118	.....	319,734,927	420,505,099
163,988,520	72,826,093	101,096,409	.....	337,911,022	437,244,202
169,683,600	73,842,872	104,422,249	.....	347,948,721	446,465,359
173,355,542	71,449,274	105,993,478	.....	350,798,294	450,116,823
174,641,207	63,270,875	104,245,318	.....	342,157,400	438,819,292
172,767,010	56,961,660	99,027,240	12,918,075	341,673,985	431,893,846
172,457,506	53,777,295	100,775,807	32,735,097	359,745,705	445,423,605

regularly reported. The figures for 1917 and 1918 include also transfers collected at Times Square from Seventh Avenue Subway passengers. Figures in brackets are excluded from the totals; this company's transfers are generally made without slips.

⁴ Account is kept only of transfer slips from the surface to elevated lines. Other transfers are made without slips.

TABLE 6. New York City street
(C) Passenger car

"Active" mileage only, except in 1908, when special or chartered-car and "idle" or "dark" route terminal, etc., during which passengers are not carried. In 1934, the idle mileage was

YEAR ENDED JUNE 30—	STREET SURFACE RAILWAYS					
	Manhattan	Bronx	Brooklyn	Queens ¹	Richmond	Total
1908.....	60,393,656	11,565,288	50,912,449	7,001,659	2,871,188	132,744,240
1909.....	54,917,368	12,851,991	50,452,084	6,643,356	2,993,928	127,858,727
1910.....	54,174,356	13,400,450	51,644,950	7,432,955	2,987,969	129,640,680
1911.....	55,288,453	13,828,471	53,948,618	9,163,601	2,996,477	135,225,620
1912.....	56,631,840	14,608,724	55,144,689	9,710,437	3,065,785	139,161,475
1913.....	55,178,505	15,787,179	56,758,896	9,524,316	3,120,509	140,369,405
1914.....	52,507,397	16,187,097	56,531,113	9,973,653	3,362,089	138,561,349
1915.....	53,958,091	16,374,651	57,955,411	10,351,353	3,353,215	141,992,721
1916.....	52,954,861	16,232,612	58,960,071	10,347,166	3,312,286	141,806,896
1917.....	44,107,413	13,735,048	59,681,034	9,994,595	3,218,579	130,736,669
1918.....	42,051,574	14,369,546	55,897,410	9,186,688	2,860,535	124,365,753
1919.....	37,208,846	12,009,069	51,718,685	8,968,412	2,694,125	112,599,137
1920.....	32,877,619	11,239,488	55,026,417	8,238,977	2,465,843	109,848,344
1921.....	32,641,180	12,916,042	47,154,997	7,695,450	2,654,758	103,062,427
1922.....	31,744,931	12,519,377	48,733,108	8,121,230	3,214,668	104,333,314
1923.....	31,049,585	12,860,229	50,229,439	8,102,918	3,265,460	105,507,631
1924.....	30,781,072	13,277,994	49,595,394	7,802,602	3,465,327	104,922,389
1925.....	29,755,204	13,438,395	49,901,582	7,550,733	3,288,283	103,934,197
1926.....	28,334,899	13,358,926	50,686,397	7,171,272	3,464,503	103,015,997
1927.....	27,335,000	13,494,044	51,244,140	6,263,013	3,256,658	101,592,855
1928.....	26,242,469	14,522,971	51,008,808	6,287,778	1,763,383	99,825,409
1929.....	24,687,441	14,731,694	50,951,577	6,487,658	1,604,632	98,463,002
1930.....	23,688,730	15,158,613	50,814,450	6,573,337	1,539,953	97,775,083
1931.....	22,446,312	14,659,864	53,588,871	6,325,825	1,492,800	98,513,672
1932.....	21,420,364	13,924,993	52,744,959	6,225,864	1,509,363	95,825,543
1933.....	19,310,543	13,099,137	49,711,244	5,872,711	1,450,785	89,444,420
1934.....	17,779,022	13,087,494	48,374,417	4,932,577	774,414	84,947,924

(D) Active car-seat

[Car-seat miles are the product of car

1910 ²	2,083,031	577,095	2,332,205	321,169	110,035	5,423,535
1911.....	2,205,133	618,431	2,410,672	395,606	115,185	5,745,027
1912.....	2,271,384	660,969	2,441,333	418,297	115,869	5,907,852
1913.....	2,261,417	724,230	2,518,617	409,488	122,469	6,036,221
1914.....	2,216,194	738,708	2,528,606	426,933	132,108	6,042,549
1915.....	2,322,581	748,490	2,601,374	452,669	139,343	6,264,457
1916.....	2,283,883	724,382	2,602,631	447,494	152,703	6,211,093
1917.....	1,897,500	602,668	2,621,872	435,794	147,815	5,705,649
1918.....	1,808,852	649,184	2,413,566	406,157	124,445	5,402,204
1919.....	1,562,628	555,323	2,225,394	397,422	114,992	4,855,759
1920.....	1,380,952	516,102	2,374,515	362,344	109,428	4,743,341
1921.....	1,382,463	581,430	2,112,102	336,794	113,475	4,526,264
1922.....	1,360,750	570,757	2,197,724	351,203	128,918	4,609,352
1923.....	1,321,635	602,457	2,248,053	350,116	131,275	4,653,536
1924.....	1,293,283	582,339	2,217,232	339,645	139,318	4,571,817
1925.....	1,226,165	584,526	2,270,957	325,496	132,939	4,540,083
1926.....	1,156,214	592,570	2,380,680	307,568	128,996	4,566,028
1927.....	1,117,665	595,900	2,376,662	268,778	116,415	4,475,420
1928.....	1,088,693	339,105	2,355,936	272,659	70,772	4,427,165
1929.....	1,028,000	643,409	2,333,570	281,114	65,650	4,351,743
1930.....	982,785	664,739	2,316,788	288,042	63,615	4,315,969
1931.....	940,841	639,912	2,437,712	274,228	62,431	4,355,124
1932.....	916,026	613,273	2,397,849	261,875	62,556	4,251,579
1933.....	823,130	585,822	2,269,804	247,766	60,508	3,987,030
1934.....	760,948	592,494	2,245,920	210,930	32,019	3,842,311

¹ Exclusive of surface lines of the Brooklyn & Queens Transit and predecessor companies (included under Brooklyn), figures not being separable.

railway traffic, 1908-1934
miles (active)

mileage of regular cars were included. "Idle" mileage is that between car-house and initial 10,440,036 and the special car, 1,492.

RAPID TRANSIT RAILWAYS

INTERBOROUGH RAPID TRANSIT		City of New York — Independent System Operation		Total	Grand total
Subway	Elevated	B.-M. T. Elev.-Subway			
44,005,213	64,584,609	29,971,220	.....	138,561,042	271,305,282
45,782,984	61,475,853	30,824,610	.....	138,083,447	265,942,174
49,755,909	62,504,996	32,815,745	.....	145,076,650	274,717,330
56,435,048	65,000,949	32,544,643	.....	153,980,640	289,206,260
63,210,703	66,381,059	32,976,889	.....	162,568,651	301,730,126
64,282,385	66,145,579	32,926,563	.....	163,354,527	303,723,932
64,715,993	66,075,979	35,702,636	.....	166,494,608	305,055,957
66,535,245	66,398,656	36,357,681	.....	169,291,582	311,284,303
70,132,538	67,592,485	41,264,529	.....	178,989,552	320,796,448
71,737,694	70,605,164	40,360,052	.....	182,702,910	313,439,579
73,060,979	74,462,595	42,844,867	.....	190,368,441	314,734,194
88,142,872	76,887,032	48,737,932	.....	213,767,836	326,366,973
91,788,562	71,740,047	54,694,450	.....	218,223,059	328,071,403
104,044,958	66,951,464	54,351,156	.....	225,347,578	328,410,005
107,767,122	61,901,822	57,686,787	.....	227,355,731	331,689,045
116,834,285	62,098,275	65,582,191	.....	244,514,751	350,022,382
119,429,287	65,938,173	73,695,148	.....	259,062,608	363,984,997
127,138,347	65,871,500	81,259,824	.....	274,269,671	378,203,868
134,928,950	66,493,786	85,709,681	.....	287,132,417	390,148,414
136,255,112	68,793,143	89,011,154	.....	294,059,409	395,652,264
149,462,626	69,090,325	92,861,393	.....	311,414,344	411,239,753
159,563,907	70,195,272	99,344,730	.....	329,103,909	427,566,911
165,149,918	71,288,216	102,479,803	.....	338,917,937	436,693,020
168,991,382	69,304,255	104,037,335	.....	342,332,972	440,846,644
170,675,128	61,693,048	101,547,671	.....	333,915,847	429,741,390
169,048,788	55,635,948	95,525,016	.....	332,939,946	422,384,366
168,904,807	52,373,585	97,092,165	.....	349,991,442	434,939,366

miles (in thousands)²

miles multiplied by seating capacity.]

2,587,308	3,000,239	1,711,038	.....	7,298,585	12,722,120
2,934,622	3,120,046	1,696,089	.....	7,750,757	13,495,784
3,286,956	3,186,291	1,718,654	.....	8,191,901	14,099,753
3,342,684	3,174,988	1,715,874	.....	8,233,546	14,269,767
3,365,232	3,171,647	1,877,844	.....	8,414,723	14,457,272
3,459,833	3,187,135	1,939,760	.....	8,586,728	14,851,185
3,646,892	3,244,439	2,426,410	.....	9,317,741	15,528,834
3,730,360	3,391,390	2,493,687	.....	9,615,437	15,321,086
3,799,282	3,574,205	2,751,637	.....	10,125,124	15,527,328
4,583,525	3,690,577	3,315,066	.....	11,589,168	16,444,927
4,773,006	3,443,522	3,851,719	.....	12,068,247	16,811,588
5,410,338	3,213,670	3,912,164	.....	12,536,172	17,062,436
5,603,890	2,971,286	4,240,902	.....	12,816,078	17,425,430
6,075,383	2,980,717	4,900,901	.....	13,957,001	18,610,537
6,210,323	3,165,032	5,622,046	.....	14,997,401	19,569,218
6,611,194	3,161,832	6,259,423	.....	16,032,449	20,572,532
7,016,305	3,191,702	6,589,837	.....	16,797,844	21,363,872
7,085,266	3,302,071	6,755,792	.....	17,143,129	21,618,549
7,772,056	3,316,336	6,490,893	.....	17,579,285	22,006,450
8,297,323	3,369,373	7,009,368	.....	18,676,064	23,027,807
8,587,796	3,421,834	7,251,542	.....	19,261,172	23,577,141
8,787,552	3,326,604	7,375,895	.....	19,490,051	23,845,175
7,509,706	2,961,266	7,212,313	.....	17,683,285	21,934,864
7,438,147	2,670,525	6,809,696	.....	17,675,996	21,663,026
7,431,812	2,513,932	6,936,170	.....	18,762,622	22,604,933
			.....	1,880,708	

² No returns prior to 1910.

TABLE 6. New York City street
(E) Passenger

YEAR ENDED JUNE 30—	STREET SURFACE RAILWAYS					
	Manhattan	Bronx	Brooklyn	Queens ¹	Richmond	Total
1908 ²	N. R.	N. R.	6,769,437	748,536	330,620	
1909.....	7,733,419	1,547,569	6,560,606	703,420	346,558	16,891,572
1910.....	7,853,735	1,572,451	6,725,197	789,254	361,988	17,302,625
1911.....	7,973,926	1,612,940	6,940,513	961,307	362,384	17,851,070
1912.....	8,443,263	1,725,187	7,016,416	1,023,542	368,560	18,576,968
1913.....	8,029,854	1,868,488	7,176,267	1,005,480	363,000	18,443,089
1914.....	7,777,563	1,935,979	7,197,800	1,039,554	370,518	18,321,414
1915.....	7,762,063	1,947,211	7,261,604	1,087,674	366,900	18,425,452
1916.....	7,599,646	1,946,624	7,386,310	1,088,886	362,747	18,384,213
1917.....	6,674,961	1,687,062	7,384,772	1,047,031	353,059	17,146,885
1918.....	6,235,834	1,684,232	6,993,201	959,933	320,447	16,193,647
1919.....	5,399,749	1,381,882	6,398,284	903,208	309,472	14,392,595
1920.....	4,822,059	1,264,223	6,879,850	848,684	290,504	14,105,320
1921.....	4,711,598	1,498,317	5,895,823	810,531	316,931	13,233,200
1922.....	4,569,672	1,481,522	6,040,152	871,016	372,313	13,334,675
1923.....	4,562,211	1,563,521	6,271,637	926,894	376,242	13,700,505
1924.....	4,596,509	1,646,774	6,308,365	891,490	396,751	13,839,889
1925.....	4,461,122	1,686,090	6,445,794	864,544	400,026	13,857,576
1926.....	4,317,744	1,700,508	6,572,667	817,741	410,100	13,818,760
1927.....	4,296,493	1,748,688	6,621,955	738,031	386,089	13,791,256
1928.....	4,201,129	1,874,311	6,578,528	744,299	218,582	13,616,849
1929.....	4,017,255	1,934,579	6,619,716	760,182	201,438	13,533,170
1930.....	4,003,236	2,016,480	6,617,088	770,014	187,868	13,594,686
1931.....	3,687,279	1,989,737	6,762,576	736,275	185,632	13,361,499
1932.....	3,436,383	1,933,078	6,691,818	720,319	173,765	12,955,363
1933.....	3,044,066	1,801,243	6,329,246	674,400	168,584	12,017,539
1934.....	2,814,835	1,800,929	6,108,041	554,610	89,727	11,368,142

(F) Average maximum number of
[Allowance is made for the operation of

1910 ³	1,850	291	1,719	130	80	4,070
1911.....	1,905	297	1,769	200	78	4,249
1912.....	1,986	353	1,765	204	73	4,381
1913.....	1,901	495	1,822	203	77	4,498
1914.....	1,829	533	1,840	224	74	4,500
1915.....	1,867	544	1,872	243	85	4,611
1916.....	1,883	521	1,904	252	84	4,644
1917.....	1,657	508	1,891	236	86	4,378
1918.....	1,556	453	1,800	192	70	4,071
1919.....	1,381	389	1,625	184	79	3,658
1920.....	1,331	428	1,701	167	61	3,688
1921.....	1,192	412	1,469	160	57	3,290
1922.....	1,276	495	1,477	175	78	3,501
1923.....	1,205	357	1,532	194	81	3,369
1924.....	1,228	392	1,542	186	90	3,438
1925.....	1,183	416	1,542	174	75	3,390
1926.....	1,110	427	1,593	171	72	3,373
1927.....	1,101	426	1,611	172	68	3,378
1928.....	1,060	479	1,552	190	54	3,335
1929.....	1,035	597	1,534	206	48	3,420
1930.....	1,001	664	1,478	213	40	3,396
1931.....	926	609	1,438	201	39	3,213
1932.....	774	430	1,269	163	40	2,676
1933.....	696	371	1,166	149	36	2,418
1934.....	617	338	1,076	122	19	2,172

¹ Exclusive of surface lines of the Brooklyn & Queens Transit and predecessor companies (included under Brooklyn), figures not being separable.

railway traffic, 1908-1934
car hours

RAPID TRANSIT RAILWAYS

INTERBOROUGH RAPID TRANSIT		B.-M. T.		City of New York— Independent System	Total	Grand total
Subway	Elevated	Elev.-Subway	Operation			
2,420,133	4,332,791	2,745,652	.....	9,498,576		
2,568,105	4,148,274	2,725,570	.....	9,441,949	26,333,521	
2,765,265	4,237,634	2,844,904	.....	9,847,803	27,150,428	
3,110,475	4,418,271	2,821,577	.....	10,350,323	28,201,393	
3,460,175	4,523,082	2,855,577	.....	10,838,834	29,415,802	
3,525,748	4,517,038	2,856,482	.....	10,899,268	29,342,357	
3,547,094	4,513,925	3,071,465	.....	11,132,504	29,453,918	
3,655,152	4,542,027	3,118,391	.....	11,315,570	29,741,022	
3,839,579	4,601,341	3,326,862	.....	11,767,782	30,151,995	
3,946,443	4,768,225	3,126,192	.....	11,840,860	28,987,745	
4,049,998	5,015,266	3,233,530	.....	12,298,794	28,492,441	
4,869,471	5,199,687	3,670,698	.....	13,739,856	28,132,451	
5,169,552	4,865,463	4,051,252	.....	14,086,267	28,191,587	
5,914,847	4,529,997	4,000,525	.....	14,445,369	27,678,569	
6,263,242	4,190,416	4,267,812	.....	14,721,470	28,056,145	
6,755,114	4,192,782	4,801,634	.....	15,749,530	29,450,035	
6,885,415	4,408,837	5,341,538	.....	16,635,790	30,475,679	
7,290,314	4,388,135	5,884,503	.....	17,562,952	31,420,528	
7,767,633	4,410,457	6,216,998	.....	18,395,088	32,213,848	
7,847,804	4,547,390	6,462,921	.....	18,858,115	32,649,371	
8,632,163	4,566,167	6,742,228	.....	19,940,558	33,557,407	
9,226,667	4,592,757	7,381,448	.....	21,200,872	34,734,042	
9,543,300	4,651,779	7,714,495	.....	21,909,574	35,504,260	
9,750,890	4,499,479	7,822,464	.....	22,072,833	35,434,332	
9,828,487	3,971,472	7,550,415	.....	21,350,374	34,305,737	
9,726,514	3,580,734	7,114,470	.....	21,114,497	33,132,036	
9,707,315	3,369,550	7,236,418	.....	692,779	33,407,266	
			.....	1,725,841		
			.....	22,039,124		

passenger cars operated per day ²

certain lines for less than a full year.]

713	1,421	855	.....	2,989	7,059
841	1,481	858	.....	3,180	7,429
912	1,408	852	.....	3,172	7,553
973	1,487	884	.....	3,344	7,842
985	1,512	889	.....	3,386	7,886
985	1,548	903	.....	3,436	8,047
1,009	1,548	924	.....	3,481	8,125
1,072	1,677	983	.....	3,732	8,110
1,109	1,602	1,105	.....	3,816	7,887
1,494	1,791	1,131	.....	4,416	8,074
1,500	1,798	1,199	.....	4,497	8,185
1,782	1,779	1,309	.....	4,870	8,160
1,808	1,639	1,273	.....	4,720	8,221
1,827	1,696	1,383	.....	4,906	8,275
1,803	1,756	1,448	.....	5,007	8,445
1,971	1,747	1,628	.....	5,346	8,736
2,034	1,784	1,552	.....	5,370	8,743
2,103	1,839	1,506	.....	5,448	8,826
2,213	1,874	1,573	.....	5,660	8,995
2,222	1,904	1,694	.....	5,820	9,240
2,178	1,914	1,726	.....	5,818	9,214
2,157	1,869	1,747	.....	5,773	8,986
2,168	1,638	1,719	.....	5,525	8,201
2,182	1,482	1,664	.....	5,492	7,910
2,152	1,296	1,673	.....	533	7,826
			.....	5,654	

²Data for 1908 are incomplete and inaccurate. Special or chartered car-hours are included for this year only.

³No returns prior to 1910.

TABLE 7. STREET RAILWAY CASUALTIES

(A) Number reported each year, 1908-1934

YEAR ENDED JUNE 30—	SURFACE RAILWAYS					Rapid transit rail- ways	Grand total
	Manhattan	Bronx	Brooklyn- Manhattan Transit (part) ¹	Other ¹	Total		
1908.....	16,570	1,339	8,279	858	27,046	5,409	32,455
1909.....	13,253	1,066	7,918	1,600	23,837	6,547	30,384
1910.....	12,800	1,225	7,945	1,630	23,600	7,414	31,014
1911.....	13,253	1,728	8,567	1,733	25,281	9,467	34,748
1912.....	12,973	1,980	9,124	1,873	25,950	10,543	36,493
1913.....	13,447	2,225	9,731	2,145	27,548	11,250	38,798
1914.....	13,487	1,905	11,227	2,067	28,686	11,992	40,678
1915.....	13,769	2,154	10,004	2,120	28,047	11,844	39,891
1916.....	12,351	1,984	10,097	2,201	26,633	12,876	39,509
1917.....	14,481	2,619	9,905	2,422	29,427	15,453	44,880
1918.....	12,076	2,060	9,341	2,955	26,432	13,472	39,904
1919.....	9,226	1,876	8,566	1,240	20,908	13,086	33,994
1920.....	6,358	2,543	6,954	1,261	17,116	12,741	29,857
1921.....	6,283	3,145	7,403	1,552	18,383	13,993	32,376
1922.....	6,174	3,061	7,153	1,599	17,987	14,489	32,476
1923.....	6,188	3,411	8,403	1,670	19,672	14,667	34,339
1924.....	6,628	4,013	5,443	1,339	17,423	14,796	32,219
1925.....	6,018	3,797	7,236	1,089	18,140	15,543	33,683
1926.....	5,071	3,257	7,585	791	16,704	17,213	33,917
1927.....	4,912	3,285	8,023	916	17,136	20,065	37,201
1928.....	5,325	2,857	7,178	909	16,269	20,538	36,807
1929.....	5,949	3,931	7,099	976	17,955	23,535	41,490
1930.....	5,887	3,853	7,117	904	17,761	25,080	42,841
1931.....	4,736	3,216	8,155	813	16,920	25,807	42,727
1932.....	4,164	2,862	6,757	697	14,480	25,966	40,446
1933 ²	4,353	2,498	5,356	692	12,899	² 23,847	² 36,746
1934 ²	4,040	2,389	4,965	726	12,120	² 24,206	² 36,326

¹ The Brooklyn City is included throughout under Brooklyn-Manhattan Transit.² There are no data for City of New York — Independent System Operation.

TABLE 7. Street railway casualties
(B) Fatal accidents reported each year,¹ 1908-1934

YEAR ENDED JUNE 30—	SURFACE RAILWAYS				RAPID TRANSIT RAILWAYS				Grand total
	Man- hattan	Bronx	B.-M. T. (part) ²	Other ²	Total	I. R. T.	B.-M. T. (part)	Total	
1908.....	180	19	97	8	304	53	31	84	388
1909.....	116	19	60	10	205	39	20	59	264
1910.....	76	8	57	6	147	51	28	79	226
1911.....	81	12	65	10	168	42	20	62	230
1912.....	79	18	39	6	142	59	15	74	216
1913.....	84	14	53	13	164	44	12	56	220
1914.....	64	11	58	5	138	48	31	79	217
1915.....	55	11	44	8	118	66	21	87	205
1916.....	56	11	33	7	107	53	28	81	188
1917.....	73	20	42	12	147	52	27	79	226
1918.....	66	12	53	32	163	39	41	80	243
1919.....	52	14	32	8	106	64	128	192	298
1920.....	31	10	35	9	85	48	28	76	161
1921.....	38	15	28	10	91	43	27	70	161
1922.....	25	7	28	6	66	60	27	87	153
1923.....	28	11	21	10	70	56	28	84	154
1924.....	28	19	31	11	89	93	36	129	218
1925.....	21	7	32	5	65	69	41	110	175
1926.....	38	10	59	4	111	71	61	132	243
1927.....	26	16	42	7	91	88	44	132	223
1928.....	18	9	34	4	65	86	36	122	187
1929.....	25	18	30	4	77	121	35	156	233
1930.....	17	10	24	3	54	99	48	147	201
1931.....	18	9	35	4	66	83	44	127	193
1932.....	14	11	29	1	55	107	33	140	195
1933 ³	16	8	36	1	59	64	33	³ 97	³ 156
1934 ³	14	8	25	4	51	93	56	³ 149	³ 200

(C) Persons killed, distributed as passengers, employees and others,¹ 1908-1934

YEAR ENDED JUNE 30—	Passengers	Employees	Others	Total
1908.....	85	55	248	388
1909.....	42	45	177	264
1910.....	57	50	119	226
1911.....	63	44	123	230
1912.....	65	36	115	216
1913.....	58	45	117	220
1914.....	60	38	119	217
1915.....	57	46	102	205
1916.....	50	50	88	188
1917.....	59	41	126	226
1918.....	70	50	123	243
1919.....	162	46	90	298
1920.....	54	45	62	161
1921.....	60	28	73	161
1922.....	71	32	50	153
1923.....	69	33	52	154
1924.....	103	41	74	218
1925.....	86	34	55	175
1926.....	113	39	91	243
1927.....	122	34	67	223
1928.....	98	36	53	187
1929.....	132	36	65	233
1930.....	120	36	45	201
1931.....	114	20	59	193
1932.....	122	21	52	195
1933 ³	74	20	62	³ 156
1934 ³	125	25	50	³ 200

¹ Figures for 1908, 1909 and 1910 may include a few fatalities on New York City roads in Nassau County. Thereafter only these occurring within the City are included.

² The Brooklyn City is included throughout under Brooklyn-Manhattan Transit.

³ There are no data for City of New York — Independent System Operation.

TABLE 7. Street railway casualties
(D) Average amounts expended in settlements for personal injury claims, 1914-1934 ¹

YEAR ENDED JUNE 30 -	Settlement before suit	Suits compro- mised	Judgments	All settlements
1914 ²	\$49 04	\$238 53	\$580 62	\$81 68
1915.....	50 39	223 54	605 26	94 09
1916.....	52 36	236 69	667 00	95 91
1917.....	58 94	217 10	691 90	95 42
1918.....	57 84	236 77	733 58	110 38
1919.....	76 30	292 60	886 28	133 73
1920.....	77 95	321 96	1,267 93	119 47
1921.....	88 63	349 81	1,231 94	133 02
1922.....	87 54	380 60	1,853 40	162 40
1923.....	91 55	415 81	1,434 44	167 03
1924.....	121 03	531 51	1,121 99	214 89
1925.....	92 21	384 79	1,091 59	160 49
1926.....	93 08	315 32	985 57	150 20
1927.....	78 92	211 58	1,378 41	136 96
1928.....	86 53	237 90	1,106 66	145 48
1929.....	113 60	276 07	877 57	166 53
1930.....	101 11	339 97	827 38	160 47
1931.....	95 44	346 04	708 53	155 91
1932.....	97 68	325 50	490 88	163 76
1933 ³	103 99	310 13	724 46	178 07
1934 ³	107 89	269 76	552 68	176 44

¹ Figures not available prior to 1914.

² Data not complete.

³ There are no data for City of New York — Independent System Operation.

TABLE 8. OFFICERS, EMPLOYEES AND THEIR COMPENSATION
(A) Number, by chief occupational groups, 1908-1934

YEAR ENDED JUNE 30—	Officers	Office em- ployees	Motor- men, drivers and operators	Con- ductors and guards	Other trans- por- tation ¹	Power	Shops and car- houses	All others ²	Total
1908.....	123	1,760	7,468	10,982	10,539	2,635	5,081	....	38,588
1909.....	203	2,122	6,780	9,639	9,771	2,422	5,440	....	36,377
1910.....	140	1,678	6,713	10,073	10,127	2,294	5,338	20	36,383
1911.....	145	1,791	6,941	10,517	10,987	2,406	6,094	6	38,887
1912.....	147	1,764	7,106	10,704	10,317	2,346	5,486	114	37,984
1913.....	140	1,702	7,385	10,964	11,446	2,202	5,481	134	39,454
1914.....	132	1,677	7,135	10,654	10,689	2,025	5,811	185	38,308
1915.....	137	2,059	7,049	10,534	11,646	2,320	5,624	283	39,652
1916.....	116	2,121	6,839	10,121	11,333	1,985	6,284	396	39,195
1917.....	136	2,565	6,954	11,005	13,501	2,442	7,467	328	44,398
1918.....	103	2,710	5,998	10,476	13,663	3,474	6,580	237	43,241
1919.....	99	2,701	6,679	11,256	12,261	2,463	6,618	126	42,203
1920.....	138	2,412	6,310	11,015	11,425	2,126	6,648	197	40,271
1921.....	150	2,738	6,075	10,314	10,745	1,818	6,503	362	38,705
1922.....	146	2,678	5,958	9,929	11,191	1,767	6,202	425	38,296
1923.....	147	2,748	5,969	9,095	10,207	1,797	7,511	549	38,023
1924.....	154	2,875	6,389	8,636	10,569	1,843	7,850	592	38,908
1925.....	155	2,907	6,407	8,258	11,026	1,930	8,034	672	39,389
1926.....	148	2,907	6,486	8,126	10,818	1,990	7,500	719	38,694
1927.....	101	2,938	6,826	8,419	11,073	1,995	8,274	650	40,276
1928.....	88	3,196	6,531	8,424	11,623	1,968	8,596	682	41,108
1929.....	65	3,124	6,460	8,261	11,607	1,997	8,503	485	40,502
1930.....	60	3,024	6,459	7,300	12,661	1,948	8,649	688	40,789
1931.....	55	2,983	6,414	6,318	11,894	1,930	8,269	768	38,631
1932.....	53	3,056	6,535	5,624	11,368	1,950	7,661	829	37,076
1933 ⁴	56	2,971	6,569	4,846	10,427	1,932	7,086	893	34,780
1934 ⁴	45	2,880	6,164	4,572	10,155	1,942	6,890	935	33,583

(B) Aggregate salaries and wages, 1908-1934

YEAR ENDED JUNE 30—	Officers	Office employees	Other employees	Total salaries and wages	Portion not included in street railway operating expenses ³	Balance included in street railway operating expenses
1908.....	\$781,546	\$1,098,378	\$20,659,365	\$22,539,289	N. S.	N. S.
1909.....	863,813	1,795,728	22,958,857	25,618,398	N. S.	N. S.
1910.....	746,810	1,551,651	23,738,544	26,037,005	\$1,013,209	\$25,023,796
1911.....	777,081	1,570,314	25,466,115	27,813,510	1,129,563	26,683,947
1912.....	821,462	1,634,787	25,609,621	28,065,870	893,797	27,172,073
1913.....	843,714	1,878,467	25,459,294	28,181,475	1,058,174	27,123,301
1914.....	964,484	2,101,859	26,970,730	30,037,073	1,252,568	28,784,505
1915.....	922,267	2,679,111	27,741,919	31,343,297	2,465,370	28,877,927
1916.....	903,422	2,832,981	28,955,633	32,692,036	2,567,991	30,124,045
1917.....	890,873	3,258,935	33,799,678	37,949,486	4,417,684	33,531,802
1918.....	854,682	3,494,868	38,164,775	42,514,325	5,599,635	36,914,690
1919.....	829,273	3,725,908	49,123,026	53,678,207	4,579,035	49,099,172
1920.....	834,676	4,640,301	61,032,771	66,507,748	4,035,728	62,472,020
1921.....	854,081	5,102,813	63,656,818	69,613,712	3,558,357	66,055,355
1922.....	906,003	4,764,374	56,298,402	61,968,779	2,649,560	59,319,219
1923.....	945,121	4,870,972	57,309,035	63,125,128	2,725,723	60,399,405
1924.....	1,097,737	5,324,236	61,162,462	67,584,435	3,253,199	64,331,236
1925.....	1,218,936	5,521,900	60,753,892	67,494,728	3,179,803	64,314,925
1926.....	1,305,308	5,739,280	60,614,880	67,659,468	3,591,069	64,068,399
1927.....	969,844	6,507,761	62,902,665	70,380,270	2,847,295	67,532,975
1928.....	931,529	6,998,343	65,636,964	73,566,836	2,882,911	70,683,925
1929.....	828,518	7,185,946	66,799,892	74,814,356	2,830,135	71,984,221
1930.....	744,944	6,949,903	67,509,676	75,204,523	3,102,892	72,101,631
1931.....	766,466	6,896,755	65,065,974	72,729,195	3,098,676	69,630,519
1932.....	734,454	7,450,285	59,339,253	67,523,992	3,070,770	64,453,222
1933 ⁴	664,506	6,367,134	51,714,563	58,746,203	2,233,303	56,512,900
1934 ⁴	578,753	5,916,530	47,517,465	54,012,748	1,851,414	52,161,334

¹ Includes inspectors, train clerks, dispatchers, starters, depot masters, ticket agents, register takers, gatemen, platform men, transfer agents, switchmen, flagmen, yardmen, road and trackmen, tube cleaners, channel-rail men, station porters and watchmen, freight laborers, hostlers and stablemen.

² From 1931 includes employees of Westchester Electric and Jamaica Central engaged in bus operation.

³ Probably excessive, owing to unexplained increases in numbers reported by New York Railways Co.

⁴ Exclusive of City of New York — Independent System Operation.

⁵ Charged to construction account, auxiliary operations, other companies, etc.

TABLE 8. Officers, employees and their compensation
(C) Distribution of operating payrolls, 1910-1934¹

YEAR ENDED JUNE 30—	Maintenance	Operation of power plant	Operation of cars	Other operating expenses	Total com- pensation included in street railway operating expenses
1910 ¹	\$5,715,413	\$1,480,476	\$15,867,828	\$1,960,079	\$25,023,796
1911.....	6,261,939	1,488,386	16,958,245	1,975,377	26,683,947
1912.....	5,968,661	1,510,512	17,640,478	2,052,422	27,172,073
1913.....	5,954,327	1,401,251	17,724,495	2,043,228	27,123,301
1914.....	6,637,347	² 1,312,698	² 18,587,178	2,247,282	28,784,505
1915.....	6,580,223	² 1,255,968	² 18,697,938	2,343,798	28,877,927
1916.....	6,725,261	² 1,136,133	² 19,939,083	2,323,568	30,124,045
1917.....	7,413,763	² 1,254,097	² 22,140,971	2,722,971	33,531,802
1918.....	8,419,788	1,528,932	24,211,831	2,754,139	36,914,690
1919.....	12,044,290	2,075,850	31,741,125	3,237,907	49,099,172
1920.....	15,440,455	2,706,105	40,589,783	3,735,677	62,472,020
1921.....	15,692,203	2,699,091	43,619,427	4,044,634	66,055,355
1922.....	15,060,380	2,367,035	38,076,323	3,815,481	59,319,219
1923.....	16,030,760	2,412,935	37,973,923	3,981,787	60,399,405
1924.....	18,012,598	2,483,682	39,553,621	4,281,335	64,331,236
1925.....	18,217,501	2,572,288	38,959,578	4,565,558	64,314,925
1926.....	18,006,393	2,570,662	38,895,719	4,595,625	64,068,399
1927.....	19,568,816	2,687,317	40,006,637	5,270,205	67,532,975
1928.....	20,896,252	2,859,850	41,513,469	5,414,354	70,683,925
1929.....	21,670,070	2,859,371	41,910,377	5,544,403	71,984,221
1930.....	22,558,956	2,857,945	41,611,460	5,073,270	72,101,631
1931.....	21,838,067	2,856,202	39,806,222	5,130,028	69,630,519
1932.....	19,335,765	2,808,180	37,726,840	4,582,437	64,453,222
1933 ³	17,254,136	2,571,326	32,587,234	4,100,204	56,512,900
1934 ³	15,806,071	2,447,110	30,268,171	3,639,982	52,161,334

(D) Ratio (per cent.) of payrolls to total expense of each department, 1910-1934¹

YEAR ENDED JUNE 30—	Main- tenance	Power plant	Operation of cars	Other operating expenses	All operating expenses
1910 ¹	47.50	18.51	95.47	32.87	58.72
1911.....	49.35	18.09	94.94	32.53	59.49
1912.....	45.84	17.71	94.90	33.64	58.77
1913.....	44.85	16.84	93.70	32.07	57.85
1914.....	45.51	16.11	95.16	35.95	59.18
1915.....	44.45	15.59	94.37	39.00	59.05
1916.....	44.36	14.78	95.31	38.08	59.62
1917.....	50.40	16.25	94.49	37.26	61.86
1918.....	54.39	14.33	95.47	39.62	63.14
1919.....	67.57	14.83	95.40	41.04	67.28
1920.....	60.73	16.60	95.71	45.63	67.67
1921.....	55.57	13.94	92.26	48.07	63.95
1922.....	56.44	13.59	96.08	43.89	64.18
1923.....	58.25	12.00	97.43	43.84	63.22
1924.....	61.01	14.18	96.55	43.04	65.68
1925.....	61.59	15.57	96.51	42.73	66.19
1926.....	60.80	15.26	96.64	41.61	65.54
1927.....	63.00	15.56	95.11	45.93	66.29
1928.....	66.77	16.27	96.18	45.95	68.08
1929.....	68.09	16.38	96.67	44.36	68.46
1930.....	60.18	16.16	96.23	44.77	65.70
1931.....	61.62	16.23	96.14	45.88	65.92
1932.....	62.42	16.83	96.97	41.70	66.07
1933 ³	60.68	16.31	93.84	40.40	63.58
1934 ³	57.65	15.39	89.35	37.34	59.99

¹ Figures not available prior to 1910.

² The distribution between Operation of power plant and Operation of cars as published in Table XII of Annual Reports for 1914 to 1917 has been revised to bring estimates made therein or the Interborough Rapid Transit into closer agreement with the schedule of operating expenses.

³ Exclusive of City of New York—Independent System Operation.

TABLE 8. Officers, employees and their compensation
(E) Average wages of car-platform men and ticket agents on June 30, 1909-1934¹

JUNE 30 —	MOTORMEN, DRIVERS AND OPERATORS		CONDUCTORS AND GUARDS		TICKET AGENTS ³	
	Number in service	Average wage per hour (cents) ²	Number in service	Average wage per hour (cents) ²	Number in service	Average wage per hour (cents)
1909 ¹	7,080	24.03	9,676	—	1,151	—
1910.....	7,034	24.99	10,073	—	1,137	—
1911.....	7,486	25.62	10,914	23.01	1,130	17.11
1912.....	7,517	25.74	10,886	22.69	1,111	17.12
1913.....	7,090	26.87	9,956	23.35	1,154	17.22
1914.....	7,451	27.24	10,657	23.63	1,180	17.19
1915.....	7,260	27.52	10,632	22.46	1,250	17.29
1916.....	7,270	28.67	11,043	24.77	1,522	19.93
1917.....	7,404	30.99	11,645	27.69	1,860	22.70
1918.....	6,474	33.98	11,380	28.59	2,029	22.48
1919.....	7,133	47.43	12,509	41.76	1,994	30.94
1920.....	6,751	61.88	11,643	55.26	2,023	41.75
1921.....	6,397	65.31	10,799	57.37	2,099	42.44
1922.....	6,243	59.40	10,199	51.40	2,035	39.00
1923.....	6,040	60.27	9,172	51.77	1,985	39.18
1924.....	6,473	62.83	8,811	54.63	2,054	41.06
1925.....	6,545	63.47	8,434	54.62	2,082	40.71
1926.....	6,493	63.68	7,852	55.38	2,123	40.81
1927.....	6,674	65.86	8,397	57.16	2,151	43.01
1928.....	6,594	66.51	8,594	57.39	2,278	45.41
1929.....	6,440	67.41	8,359	57.80	2,301	45.11
1930.....	6,577	68.25	7,480	58.17	2,300	45.32
1931.....	6,688	69.44	6,339	58.44	2,307	45.44
1932.....	6,672	69.04	5,771	58.56	2,335	45.24
1933 ⁴	6,454	66.85	5,199	56.45	2,296	43.81
1934 ⁴	6,248	67.43	4,674	56.66	2,303	44.09

¹ Figures not available prior to 1909.

² Through 1922 these averages were computed from figures including the Hudson and Manhattan, which figures were comparatively small.

³ On rapid transit lines, exclusive of City of New York — Independent System Operation.

⁴ Exclusive of City of New York — Independent System Operation.

TABLE 9. FINANCIAL SUMMARY OF STREET RAILWAY OPERATIONS

ITEM	1924	1925	1926	1927
OPERATING REVENUES				
Passenger revenue.....	\$133,684,122	\$135,869,961	\$138,451,534	\$142,611,412
Other street railway operating revenues.....	9,933,491	9,960,593	11,322,567	10,947,579
Total street railway operating revenues....	\$143,617,613	\$145,830,554	\$149,774,101	\$153,558,991
OPERATING EXPENSES AND TAXES				
Maintenance of way and structures—expended	\$13,092,804	\$14,386,067	\$14,115,891	\$14,255,829
Maintenance of way and structures—reserved	923,673	Cr 332,829	Cr 136,578	Cr 22,967
Maintenance of equipment—expended.....	16,152,547	16,602,172	16,158,156	17,056,775
Maintenance of equipment—reserved.....	Cr 643,933	Cr 1,075,172	Cr 521,868	Cr 229,677
Total maintenance.....	\$29,525,091	\$29,580,238	\$29,615,601	\$31,059,960
Operation of power plant.....	17,509,897	16,525,164	16,848,236	17,272,914
Operation of cars.....	40,965,074	40,370,399	40,249,668	42,065,379
Injuries and damages.....	5,124,784	5,612,503	5,971,120	6,122,020
General (including traffic) expenses.....	4,814,626	5,071,913	5,074,097	5,351,820
Total street railway operating expenses....	\$97,939,472	\$97,160,217	\$97,758,722	\$101,872,093
Street railway taxes.....	8,139,857	8,791,470	8,809,341	8,701,758
Total expenses and taxes.....	\$106,079,329	\$105,951,687	\$106,568,063	\$110,573,851
INCOME AND SURPLUS				
Income from street railway operations.....	\$37,538,284	\$39,878,867	\$43,206,038	\$42,985,140
Other income ²	3,329,671	3,163,736	3,152,766	3,069,639
Gross income.....	\$40,867,955	\$43,042,603	\$46,358,804	\$46,054,779
Deductions from income:				
Interest on funded debt ²	\$21,846,825	\$22,452,884	\$23,128,248	\$23,102,848
Other interest.....	3,714,766	3,446,722	3,355,205	3,503,241
Rent for lease of road.....	7,891,268	7,841,057	7,581,462	7,602,210
Other rents.....	2,467,402	2,599,041	2,574,796	2,557,314
Other deductions ³	2,793,814	3,194,808	3,262,092	3,422,483
Total.....	\$38,714,075	\$39,544,512	\$39,901,803	\$40,188,096
Net corporate income.....	\$2,153,880	\$3,498,091	\$6,457,001	\$5,866,682
Dividends declared (operating companies) ²	1,204,000	4,384,855	5,817,890	5,449,588
Surplus after dividends (operating companies)..	949,880	D 886,764	639,111	417,095
Accumulated surplus (operating companies)....	D 39,184,016	D 14,059,021	D 11,867,769	D 14,770,926
Dividends declared (lessor companies).....	1,890,000	3,600,000	3,066,486	2,391,407
Accumulated surplus (lessor companies).....	11,424,414	12,441,683	10,470,542	10,809,151
Total dividends (operating and lessor cos.).....	3,094,000	7,984,855	8,884,376	7,840,995
Total accumulated surplus (op. and lessor cos.)	D 27,759,602	⁴ D 1,617,338	D 1,397,227	D 3,961,775

¹ For capitalization data see Summary Table 2; for 1913-1923 figures see Summary Table 10 of 1923 Report.

² Other income excludes \$1,420,000, annual rental of steam portion of New York & Harlem, and interest on funded debt and Dividends declared exclude \$420,000 and \$1,000,000, respectively, the payment of this rental to security holders.

³ Principally sinking fund accruals.

⁴ The large decrease in Deficit is due (1) to the elimination of a deficit of \$17,455,798 of the

IN THE CITY OF NEW YORK FOR YEARS ENDED JUNE 30, 1924-1934¹

1928	1929	1930	1931	1932	1933	1934
\$146,440,778 10,980,375	\$148,151,434 11,425,001	\$150,167,275 11,754,173	\$144,701,893 11,736,274	\$134,813,876 11,466,390	\$124,299,477 9,942,686	\$124,467,290 8,801,743
\$157,421,153	\$159,576,435	\$161,921,448	\$156,438,167	\$146,280,266	\$134,242,163	\$133,269,033
\$14,742,111 Cr 411,328 17,383,555 Cr 418,711	\$15,389,815 Cr 595,605 18,239,556 Cr 1,207,159	\$16,826,531 510,744 18,424,047 1,724,789	\$16,125,927 741,837 17,194,084 1,378,010	\$14,620,399 734,626 14,300,519 1,319,900	\$13,387,855 1,033,070 12,497,320 1,514,896	\$13,101,717 639,851 11,986,915 1,688,029
\$31,295,627 17,581,930 43,160,265 6,038,418 5,744,214	\$31,826,607 17,461,502 43,356,270 6,369,469 6,128,032	\$37,486,111 17,685,549 43,240,525 5,669,899 5,661,788	\$35,439,858 17,594,593 41,406,507 5,468,434 5,713,874	\$30,075,444 16,680,949 38,904,026 5,410,114 5,579,162	\$28,433,141 15,575,472 34,726,301 4,647,186 5,500,665	\$27,416,512 15,903,788 33,877,659 4,944,499 4,802,860
\$103,820,454 8,423,428	\$105,141,880 7,529,102	\$109,743,872 7,824,849	\$105,623,266 8,187,743	\$97,549,695 7,436,059	\$88,882,766 6,807,482	\$86,945,318 7,244,292
\$112,243,882	\$112,670,982	\$117,568,721	\$113,811,009	\$104,985,754	\$95,690,248	\$94,189,610
\$45,177,271 3,016,369	\$46,905,453 3,479,955	\$44,352,727 3,399,198	\$42,627,158 3,187,278	\$41,294,512 3,079,551	\$38,551,915 2,988,746	\$39,079,423 2,626,298
\$48,193,640	\$50,385,408	\$47,751,925	\$45,814,436	\$44,374,063	\$41,540,661	\$41,705,721
\$23,227,064 3,580,064 7,605,079 2,472,669 3,602,790	\$23,553,357 3,665,023 5,226,444 2,515,159 3,668,978	\$23,418,045 2,359,553 10,296,492 2,133,629 3,421,633	\$23,343,717 2,554,981 8,649,687 2,318,500 3,586,008	\$23,090,861 2,973,266 7,507,352 2,639,746 3,767,986	\$23,678,494 2,177,150 5,393,780 2,342,793 3,414,836	\$23,777,617 1,719,306 5,106,545 2,279,598 2,725,262
\$40,487,666	\$38,628,961	\$41,629,252	\$40,452,893	\$39,979,211	\$37,007,053	\$35,608,328
\$7,705,974 4,577,660 3,128,314	\$11,756,447 5,092,130 6,664,317	\$6,122,573 5,762,035 360,538	\$5,361,543 6,160,410 D 798,867	\$4,394,852 5,698,140 D 1,303,288	\$4,533,608 4,615,100 D 81,492	\$6,097,393 5,132,620 964,773
D 11,756,111 1,695,795 11,330,514 6,273,455 D 425,597	D 5,861,106 304,570 11,623,423 5,396,700 5,762,317	D 11,896,632 2,836,600 11,423,326 8,598,635 D 473,306	D 14,273,855 304,570 11,462,758 6,464,980 D 2,811,097	D 16,853,377 304,570 11,436,444 6,002,710 D 5,416,933	⁵ D 4,019,278 76,143 11,074,217 4,691,243 7,054,939	⁶ D 11,645,042 10,735,418 5,132,620 D 909,624

New York Railways Co., which was succeeded by the New York Railways Corporation as a result of the reorganization and (2) to the inclusion of a credit to Surplus of \$7,605,864 representing difference between book value of property and value of property as appraised by the Eighth Avenue Railroad and Ninth Avenue Railroad Companies.

⁵, ⁶ Includes amount reported by City of New York—Independent System Operation as "Balance of Income for Contingencies;" ⁵ \$443,535; ⁶ \$2,501,122.26.

TABLE 10. CHANGES IN MAINTENANCE CHARGES DURING THE YEARS 1910-1934¹

	Period	Basis	Way and structures	Equipment	Total
RAPID TRANSIT COMPANIES					
Interborough Rapid Transit:					
Subway division.....	July 1909-June 1910.....	Per car mile.....	1.30¢	1.55¢	2.85¢
	July 1910-June 1913.....	Per car mile.....	1.20	2.70	3.90
	July 1913-Dec. 1918.....	Per car mile ²	1.20	1.85	3.05
	Jan. 1919-June 1922.....	Per cent of gross oper. rev. ³	6.80%	10.20%	17.00%
	July 1922-June 1925.....	Per cent of gross oper. rev. ³	7.65%	9.35%	17.00%
	July 1925-June 1929.....	Per cent of gross oper. rev. ³	6.63%	10.37%	17.00%
	July 1929-June 1930.....	Amount annually*.....	\$50,000 00	\$950,000 00	\$1,000,000 00
	July 1930-Aug. 25, 1932 ⁴	Amount annually*.....	25,000 00	475,000 00	500,000 00
Elevated division.....					
	July 1909-June 1910.....	Per car mile.....	1.33¢	1.38¢	2.71¢
	July 1910-June 1913.....	Per car mile.....	1.33	1.50	2.83
	July 1913-June 1917.....	Per car mile.....	1.33	1.60	2.93
	July 1917-June 1925.....	Per cent of gross oper. rev. ³	6.30%	7.70%	14.00%
	July 1925-June 1929.....	Per cent of gross oper. rev. ³	6.58%	7.42%	14.00%
	July 1929-Aug. 25, 1932 ⁴	Amount annually*.....	\$2,500 00	\$47,500 00	\$50,000 00
Interborough Rapid Transit, Receivers:					
Subway division.....	Aug. 26, 1932 4-June 1934.....	Amount annually*.....	25,000 00	475,000 00	500,000 00
Elevated division.....	Aug. 26, 1932 4-June 1934.....	Amount annually*.....	2,500 00	47,500 00	50,000 00
New York Rapid Transit (B.-M. T.):					
Brooklyn Union.....	July 1909-Aug. 1911.....	Per car mile.....	1.10¢	2.00¢	3.10¢
	Aug. 1911-Aug. 4, 1913.....	Per car mile.....	1.36	2.00	3.36
Sea Beach.....	July 1909-Aug. 4, 1913.....	Per car mile.....	1.80	1.40	3.20
New York Consolidated.....	Aug. 4, 1913-June 1918.....	Per cent of oper. rev. ⁵	6.00%	9.00%	15.00%
	July 1918-June 1921.....	12 per cent of operating revenue plus depreciation determined each year ⁶	(⁵)	(⁵)	(⁵)
New York Rapid Transit.....					
	July 1921-June 14, 1923.....	Amount annually*.....	\$120,000 00	\$180,000 00	\$300,000 00
	June 15, 1923-June 1924.....	Amount annually*.....	120,000 00	180,000 00	300,000 00
	July 1924-June 1925.....	Amount annually*.....	160,000 00	240,000 00	400,000 00
	July 1925-June 1928.....	Amount annually*.....	240,000 00	360,000 00	600,000 00
	July 1928-June 1934.....	Amount annually*.....	320,000 00	480,000 00	800,000 00
City of New York—Independent System Operation					
	Sept. 10, 1932-June 1934.....	Per cent of oper. rev.*.....	N. S.	N. S.	2.00%
STREET SURFACE COMPANIES					
MANHATTAN AND THE BRONX					
Third Avenue ⁶	July 1909-Dec. 1911.....	Amount annually* ⁷	N. S.	N. S.	7 \$300,000 00
	Jan. 1912-Dec. 1915.....	Amount annually*.....	N. S.	N. S.	156,960 00
	Jan. 1916-June 1920.....	Amount annually*.....	(⁸)	(⁸)	29.00%
	July 1920-June 1921.....	Per cent of transp. rev. ⁸	17.00%	12.00%	25.00%
	July 1921-June 1922.....	Per cent of transp. rev. ⁸	15.00%	10.00%	(^{9,10}) 25.00%
	July 1922-June 1923.....	Per cent of transp. rev. ⁹	15.00	(^{9,10}) 10.00%	(^{9,10}) 25.00%
	July 1923-June 1926.....	Per cent of transp. rev. ⁹	15.00%	10.00%	25.00%
	July 1926-June 1928.....	Per cent of transp. rev. ¹¹	(¹¹)	(¹¹)	(¹¹)
	July 1928-June 1929.....	Per cent of transp. rev. ¹²	13 15.00%	13 10.00%	12 25.00%
	July 1929-June 1930.....	Per cent of transp. rev. ¹²	13 15.00%	13 10.00%	12 25.00%

July 1930-June 1931.....	Per cent of transp. rev. ¹¹	11 15.00%	11 10.00%	11 25.00%
July 1931-June 1934.....	Amount annually* ⁽⁷⁾	N. S.	N. S.	\$27,000 00
July 1909-Dec. 1911.....	Per cent of oper. rev. excl. inter-company receipts.....	N. S.	N. S.	21.84%
Jan. 1912-Dec. 1915.....	Per cent of transp. rev. ⁸	13.00%	12.00%	25.00%
July 1916-June 1917.....	Per cent of transp. rev. ⁹	15.00%	10.00%	25.00%
July 1917-June 1921.....	Per cent of transp. rev. ¹¹	(11)	(11)	(11)
July 1921-June 1922.....	Per cent of transp. rev. ¹²	12 15.00%	12 10.00%	12 25.00%
July 1922-June 1923.....	Per cent of transp. rev. ¹¹	11 15.00%	11 10.00%	11 25.00%
July 1923-June 1926.....	Amount annually* ⁽⁷⁾	N. S.	N. S.	\$66,960 00
July 1926-June 1928.....	Per cent of oper. rev. excl. inter-company receipts.....	N. S.	N. S.	20.00%
July 1928-June 1929.....	Per cent of transp. rev. ⁸	15.00%	10.00%	25.00%
July 1929-June 1930.....	Per cent of transp. rev. ⁹	(11)	(11)	(11)
July 1930-June 1931.....	Per cent of transp. rev. ¹²	12 15.00%	12 10.00%	12 25.00%
July 1931-Sept. 3, 1932 ¹⁴	Per cent of transp. rev. ¹¹	11 15.00%	11 10.00%	11 25.00%
July 1909-Dec. 1911.....	Amount annually* ⁽⁷⁾	N. S.	N. S.	\$66,960 00
Jan. 1912-Dec. 1915.....	Per cent of oper. rev. excl. inter-company receipts.....	N. S.	N. S.	20.00%
Jan. 1916-June 1917.....	Per cent of transp. rev. ⁸	15.00%	10.00%	25.00%
July 1917-June 1920.....	Per cent of transp. rev. ⁹	15.00%	10.00%	25.00%
July 1920-June 1922.....	Per cent of transp. rev. ¹⁵	(15)	(15)	(15)
July 1922-June 1923.....	Per cent of transp. rev. ¹⁵	15.00%	10.00%	25.00%
July 1923-June 1926.....	Per cent of transp. rev. ¹¹	(11)	(11)	(11)
July 1926-June 1928.....	Per cent of transp. rev. ¹²	12 15.00%	12 10.00%	12 25.00%
July 1928-June 1929.....	Per cent of transp. rev. ¹⁵	(15)	(15)	(15)
July 1929-June 1930.....	Per cent of transp. rev. ¹¹	11 15.00%	11 10.00%	11 25.00%
July 1930-June 1931.....	Per car mile*.....	0.80¢	1.40¢	2.20¢
July 1931-June 1934.....	Amount annually*.....	N. S.	N. S.	\$30,000 00
July 1909-Aug. 1912.....	Per cent of oper. rev. excl. inter-company receipts.....	N. S.	N. S.	20.00%
Sept. 1912-Dec. 1915.....	Per cent of transp. rev. ⁸	15.00%	10.00%	25.00%
Jan. 1916-June 1917.....	Per cent of transp. rev. ⁹	17.00%	8.00%	25.00%
July 1917-June 1920.....	Per cent of transp. rev. ¹¹	15.00%	10.00%	25.00%
July 1920-June 1921.....	Per cent of transp. rev. ¹²	(12)	(12)	(12)
July 1921-June 1922.....	Per cent of transp. rev. ¹⁵	(15)	(15)	(15)
July 1922-June 1923.....	Per cent of transp. rev. ¹¹	11 15.00%	11 10.00%	11 25.00%
July 1923-June 1926.....	Per cent of transp. rev. ¹²	12 15.00%	12 10.00%	12 25.00%
July 1926-June 1928.....	Per cent of transp. rev. ¹¹	11 15.00%	11 10.00%	11 25.00%
July 1928-June 1929.....	Per cent of transp. rev. ¹²	12 15.00%	12 10.00%	12 25.00%
July 1929-June 1930.....	Per cent of transp. rev. ¹¹	11 15.00%	11 10.00%	11 25.00%
July 1930-June 1931.....	Per cent of transp. rev. ¹¹	11 15.00%	11 10.00%	11 25.00%
July 1931-June 1934.....	Per cent of transp. rev. ¹¹	11 15.00%	11 10.00%	11 25.00%

For footnotes, see page 173.

TABLE 1C. Changes in maintenance charges during the years 1910-1934¹—Continued

STREET SURFACE COMPANIES MANHATTAN AND THE BRONX—Concluded		Period		Basis		Way and structures		Equipment		Total	
Southern Boulevard ²		July 1909-Dec. 1911.....	Amount annually*.....	.....	.....	\$5,040 00	.....	.....	.....	\$5,040 00	.....
		Jan. 1912-Dec. 1915.....	Per cent of oper. rev. excl. inter-company receipts.....	(¹)	.....	20.00%	.....	.....	.....	20.00%	.....
		Jan. 1916-June 1916.....	Per cent of transp. rev. ^{8, 15}	(^{8, 15})	.....	14.00%	.....	11.00%	.....	25.00%	.....
		July 1916-June 1917.....	Per cent of transp. rev. ^{9, 15}	(^{9, 15})	.....	15.00%	.....	(⁹)	.....	(⁹)	.....
		July 1917-June 1920.....	Per cent of transp. rev. ^{11, 15}	(^{11, 15})	.....	15.00%	.....	10.00%	.....	25.00%	.....
		July 1920-June 1921.....	Per cent of transp. rev. ^{11, 15}	(^{11, 15})	.....	15.00%	.....	(¹¹)	.....	(¹¹)	.....
		July 1921-June 1922.....	Per cent of transp. rev. ^{12, 15}	(^{12, 15})	.....	12.15.00%	.....	12.10.00%	.....	12.25.00%	.....
		July 1922-June 1923.....	Per cent of transp. rev. ¹¹	(¹¹)	.....	11.15.00%	.....	11.10.00%	.....	11.25.00%	.....
		July 1923-June 1926.....	Amount annually*.....	(¹)	.....	N. S.	.....	N. S.	.....	\$104,040 00	.....
		July 1926-June 1928.....	Per cent of oper. rev. excl. inter-company receipts.....	(⁸)	.....	N. S.	.....	N. S.	.....	20.00%	.....
		July 1928-June 1929.....	Per cent of transp. rev. ^{8, 13}	(^{8, 13})	.....	15.00%	.....	10.00%	.....	25.00%	.....
		July 1929-June 1930.....	Per cent of transp. rev. ^{9, 13}	(^{9, 13})	.....	15.00%	.....	(⁹)	.....	(⁹)	.....
		July 1930-June 1931.....	Per cent of transp. rev. ^{11, 15}	(^{11, 15})	.....	15.00%	.....	10.00%	.....	25.00%	.....
		July 1931-June 1934.....	Per cent of transp. rev. ^{12, 15}	(^{12, 15})	.....	12.15.00%	.....	12.10.00%	.....	12.25.00%	.....
		July 1934-June 1935.....	Per cent of transp. rev. ¹¹	(¹¹)	.....	11.15.00%	.....	11.10.00%	.....	11.25.00%	.....
Union ²		July 1909-Dec. 1911.....	Amount annually*.....	(¹)	.....	N. S.	.....	N. S.	.....	\$104,040 00	.....
		Jan. 1912-Dec. 1915.....	Per cent of oper. rev. excl. inter-company receipts.....	(⁸)	.....	N. S.	.....	N. S.	.....	20.00%	.....
		Jan. 1916-June 1916.....	Per cent of transp. rev. ^{8, 13}	(^{8, 13})	.....	15.00%	.....	10.00%	.....	25.00%	.....
		July 1916-June 1917.....	Per cent of transp. rev. ^{9, 13}	(^{9, 13})	.....	15.00%	.....	(⁹)	.....	(⁹)	.....
		July 1917-June 1920.....	Per cent of transp. rev. ^{11, 15}	(^{11, 15})	.....	15.00%	.....	10.00%	.....	25.00%	.....
		July 1920-June 1922.....	Per cent of transp. rev. ^{12, 15}	(^{12, 15})	.....	12.15.00%	.....	12.10.00%	.....	12.25.00%	.....
		July 1922-June 1923.....	Per cent of transp. rev. ¹¹	(¹¹)	.....	11.15.00%	.....	11.10.00%	.....	11.25.00%	.....
		July 1923-June 1926.....	Amount annually*.....	(¹)	.....	N. S.	.....	N. S.	.....	\$30,000 00	.....
		July 1926-June 1928.....	Per cent of oper. rev. excl. inter-company receipts.....	(⁸)	.....	N. S.	.....	N. S.	.....	20.00%	.....
		July 1928-June 1929.....	Per cent of transp. rev. ^{8, 13}	(^{8, 13})	.....	14.00%	.....	N. S.	.....	25.00%	.....
		July 1929-June 1930.....	Per cent of transp. rev. ^{9, 13}	(^{9, 13})	.....	15.00%	.....	11.00%	.....	25.00%	.....
		July 1930-June 1931.....	Per cent of transp. rev. ^{11, 15}	(^{11, 15})	.....	15.00%	.....	(⁹)	.....	(⁹)	.....
		July 1931-June 1934.....	Per cent of transp. rev. ^{12, 15}	(^{12, 15})	.....	15.00%	.....	10.00%	.....	25.00%	.....
		July 1934-June 1935.....	Per cent of transp. rev. ¹¹	(¹¹)	.....	15.00%	.....	(¹¹)	.....	(¹¹)	.....
Westchester Electric ²		July 1909-June 1912.....	Amount annually*.....	(¹)	.....	N. S.	.....	N. S.	.....	20.00%	.....
		July 1912-Dec. 1915.....	Per cent of oper. rev. excl. inter-company receipts.....	(⁸)	.....	N. S.	.....	N. S.	.....	25.00%	.....
		Jan. 1916-June 1916.....	Per cent of transp. rev. ^{8, 13}	(^{8, 13})	.....	14.00%	.....	11.00%	.....	25.00%	.....
		July 1916-June 1917.....	Per cent of transp. rev. ^{9, 13}	(^{9, 13})	.....	15.00%	.....	(⁹)	.....	(⁹)	.....
		July 1917-June 1919.....	Per cent of transp. rev. ^{11, 15}	(^{11, 15})	.....	15.00%	.....	10.00%	.....	25.00%	.....
		July 1919-Dec. 1919.....	Per cent of transp. rev. ^{12, 15}	(^{12, 15})	.....	15.00%	.....	(¹¹)	.....	(¹¹)	.....
		Jan. 1920-June 1921.....	Per cent of transp. rev. ¹¹	(¹¹)	.....	15.00%	.....	10.00%	.....	25.00%	.....
		July 1921-June 1922.....	Per cent of transp. rev. ^{12, 15}	(^{12, 15})	.....	15.00%	.....	(⁹)	.....	(⁹)	.....
		July 1922-June 1923.....	Per cent of transp. rev. ^{11, 15}	(^{11, 15})	.....	15.00%	.....	10.00%	.....	25.00%	.....
		July 1923-June 1925.....	Per cent of transp. rev. ¹¹	(¹¹)	.....	15.00%	.....	(¹¹)	.....	(¹¹)	.....
		July 1925-June 1928.....	Per cent of transp. rev. ^{12, 15}	(^{12, 15})	.....	15.00%	.....	(¹¹)	.....	(¹¹)	.....

New York Railways: Metropolitan Street Rys., Receivers. New York Railways. New York Railways, Receiver.	July 1923-June 1929.	Per cent of transp. rev. ¹²	12 15.00%	12 25.00%
	July 1923-June 1930.	Per cent of transp. rev. ¹²	12 10.00%	12 25.00%
	July 1930-June 1931.	Per cent of transp. rev. ¹¹	11 10.00%	11 25.00%
	July 1931-June 1934.	Per cent of transp. rev. ¹¹	11 10.00%	11 25.00%
New York Railways: Metropolitan Street Rys., Receivers. New York Railways. New York Railways, Receiver.	July 1909-Dec. 1911.	Per cent of oper. rev. ¹⁸	About 12.00%	About 8.00%
	Jan. 1912-Mar. 20, 1919.	Per cent of transp. rev. ¹⁸	22 05%	15.95%
	Mar. 21, 1919-June, 1924.	Underground electric.....	30 24%	7.76%
	July 1924-April 30, 1925.	Storage battery.....	13 80%	10.20%
New York Railways Corporation.	July 1924-April 30, 1925.	Underground electric.....	0.70%	0.30%
	May 1, 1925-June 1931.	Storage battery.....	13 80%	10.20%
	May 1, 1925-June 1931.	Underground electric.....	0.70%	0.30%
	July 1931-June 1934.	Per cent of passenger rev. ¹⁹	14.50%	10.50%
Eighth Avenue.	Aug. 1, 1919 ¹² -Dec. 22, 1926.	No rule filed ²⁰.....	.....	.....
	Oct. 1, 1919 ¹² -Dec. 22, 1926.	No rule filed.....	.....	.....
	Dec. 23, 1926-June 1934.	No rule filed.....	.....	.....
	July 1, 1929-June 1930.	Amount annually*.....	22 \$600,000 00	22 \$822,900 00
Brooklyn and Queens Brooklyn & Queens Transit ²¹ .	July 1930-June 1931.	Amount annually*.....	22 600,000 00	22 827,680 00
	July 1931-June 1932.	Amount annually*.....	22 600,000 00	22 824,820 00
	July 1932-June 1934.	Amount annually*.....	22 600,000 00	22 820,000 00
	July 1932-June 1934.	Per bus mile on 5 buses*.....	5.00¢	5.00¢
Brooklyn Heights, Receiver ²¹ .	July 1909-Aug. 1911.	Per bus mile on 8 buses*.....	3.50¢	3.50¢
	Sept. 1911-June 1913.	Per (revenue) car mile.....	2.40¢	3.00¢
	July 1913-June 1914.	Per (revenue) car mile.....	2.66¢	3.00¢
	July 1914-July 1916.	Per (revenue) car mile.....	2.96¢	5.66¢
Brooklyn, Queens Co. & Sub. ²¹ .	[Equivalent for 1916.	Per cent of transp. rev. ¹⁹	11.20%	8.80%
	Aug. 1916-June 1919.	Per (revenue) car mile.....	3.39¢	2.669¢
	July 1919-Oct. 18, 1919 ²³ .	Per (revenue) car mile.....	3.23¢	2.379¢
	Oct 19, 1919-May 18, 1924 ¹⁴ .	Amount annually*.....	\$50,000 00	\$50,000 00
Brooklyn, Queens Co. & Sub. ²¹ .	July 1909-Aug. 1911.	No rule filed.....	.....	.....
	Sept. 1911-June 1913.	Per (revenue) car mile.....	2.20¢	2.70¢
	July 1913-June 1914.	Per (revenue) car mile.....	2.46¢	2.70¢
	July 1914-July 1916.	Per (revenue) car mile.....	2.96¢	5.66¢
For footnotes, see page 178.	[Equivalent for 1916.	Per cent of transp. rev. ¹⁹	12.75%	10.00%
	Aug. 1916-June 1919.	Per (revenue) car mile.....	3.41¢	2.675¢
	July 1919-June 1929 ²¹ .	Per (revenue) car mile.....	3.319¢	2.485¢
	July 1919-June 1929 ²¹ .	Amount annually*.....	\$10,000 00	\$10,000 00

For footnotes, see page 178.

TABLE 10. Changes in maintenance charges during the years 1910-1934¹ — Concluded

STREET SURFACE COMPANIES BROOKLYN AND QUEENS — <i>Concluded</i>	Period	Basis	Way and structures	Equipment		Total
Coney Island & Brooklyn ²¹	July 1909-June 1911	Per cent of transp. rev.	7.50%	7.50%	15.00%	
	July 1911-June 1914	Per cent of transp. rev.	11.20%	8.80%	20.00%	
	July 1914-July 1916	Per (revenue) car mile.	3.157¢	2.479¢	5.636¢	
	[Equivalent for 1916]	Per (revenue) car mile.	3.239	2.380	5.619	
	Aug. 1916-June 1919	Per (revenue) car mile.				
	July 1919-June 1929 ²¹	Amount annually*	\$12,500 00	\$12,500 00	\$25,000 00	
	July 1909-Aug. 1911	Per (revenue) car mile.	2.40¢	4.40¢	6.80¢	
Coney Island & Gravesend ²¹	Sept. 1911-June 1914	Per (revenue) car mile.	2.66	4.40	7.06	
	July 1914-July 1916	Per cent of transp. rev.	12.75%	10.00%	22.75%	
	[Equivalent for 1916]	Per (revenue) car mile.	3.871¢	3.036¢	6.907¢	
	Aug. 1916-June 1919	Per (revenue) car mile.	3.338	2.658	6.194	
	July 1919-June 1929 ²¹	Amount annually*	\$5,000 00	\$5,000 00	\$10,000 00	
	July 1909-Aug. 1911	Per (revenue) car mile.	2.20¢	2.70¢	4.90¢	
	Sept. 1911-June 1913	Per (revenue) car mile.	2.46	2.70	5.16	
Nassau Electric ²¹	July 1913-June 1914	Per (revenue) car mile.	2.96	2.70	5.66	
	July 1914-July 1916	Per cent of transp. rev.	11.62%	9.13%	20.75%	
	[Equivalent for 1916]	Per (revenue) car mile.	3.173¢	2.493¢	5.666¢	
	Aug. 1916-June 1919	Per (revenue) car mile.	3.045	2.383	5.428	
	July 1919-June 1929 ²¹	Amount annually*	\$30,000 00	\$30,000 00	\$60,000 00	
	Oct. 19, 1919-June 1926	Amount annually*	\$50,000 00	\$50,000 00	\$100,000 00	
	July 1926-June 1928	Per (revenue) car mile.	5.60¢		5.60¢	
Brooklyn City ²¹	July 1928-June 1929 ²¹	Per (revenue) car mile.	5.60¢	\$110,000 00	\$110,000 00	
		Amount annually*		\$150,000 00	\$150,000 00	
		Per (revenue) car (incl. loco- motive) mile.	1.20¢	1.70¢	2.90¢	
South Brooklyn	July 1909-June 1913	Per (revenue) car (incl. loco- motive) mile.	2.96	2.70	5.66	
	July 1913-June 1919	Amount annually*	\$5,000 00	\$10,000 00	\$15,000 00	
	July 1919-June 1933	Amount annually*	15,000 00	15,000 00	30,000 00	
	July 1933-Dec. 1933	Amount annually*	10,000 00	20,000 00	30,000 00	
	Jan. 1934-June 1934	Amount annually				
	July 1909-Dec. 1912	Per cent of cost of property.	2.00%	10.00%		
	Jan. 1913-June 1921	Per cent of cost of property ²⁴	2.00	10.00		
Bush Terminal	July 1921-Dec. 1923	Per cent of cost of property ²⁴	6.00	20.00		
	Jan. 1924-June 1934	(²⁴)				
	July 1909-June 1910	Per (revenue) car mile.	1.80¢	1.40¢	3.20¢	
	July 1910-June 1911	Per (revenue) car mile.		2.00	4.50	
New York & Queens County	July 1911-June 1913	Per (revenue) car mile.	3.75	2.50	6.25	
	July 1913-June 1914	Per (revenue) car mile.	4.00	2.50	6.50	

New York & Queens County, Receivers.	July 1914-June 1916.....	Per (revenue) car mile.....	6.00	3.00	9.00
	July 1916-June 1920.....	Per (revenue) car mile.....	4.50	3.00	7.50
	July 1920-Jan. 17, 1923.....	Per (revenue) car mile.....	4.50	5.00	9.50
	Jan. 18, 1923-June 1928.....	No rule filed.....	.....	.....	.....
	July 1928-Aug. 12, 1932.....	Per (revenue) car mile*.....	1.50¢	1.50¢	3.00¢
New York & Queens Transit.	Aug. 13, 1932-June 1934.....	Per (revenue) car mile*.....	1.50¢	1.50¢	3.00¢
	May 10, 1922-June 1922.....	No rule filed.....	.....	.....	.....
	July 1922-June 1923.....	Per cent of transp. rev.....	14.00%	14.00%	28.00%
	July 1923-June 1927.....	Per cent of transp. rev.....	15.00	10.00	25.00
	July 1927-June 1928.....	(2)	(2)	(26)	(26)
Long Island Electric.	July 1928-June 1930.....	Per cent of transp. rev.....	27 32.55%	(16)	21 32.55%
	July 1930-June 1931.....	.....	.....	.....	.....
	July 1931-June 1934.....	.....	.....	.....	.....
	July 1909-June 1910.....	Per (revenue) car mile.....	2.25¢	2.75¢	5.00¢
	July 1910-June 1911.....	Per (revenue) car mile.....	2.60	3.90	6.50
Long Island Electric, Receivers.	July 1911-June 1913.....	Per (revenue) car mile.....	2.60	4.00	6.60
	July 1913-June 1914.....	Per (revenue) car mile.....	3.50	4.50	8.00
	July 1914-Dec. 30, 1922.....	Per (revenue) car mile.....	4.50	4.50	9.00
	Jan. 1, 1923-Dec. 30, 1923.....	Amount monthly*.....	\$1,000 00	\$500 00	\$1,500 00
	Jan. 1, 1924-Nov. 1, 1924.....	Amount monthly*.....	1,000 00	200 00	1,200 00
Jamaica Central.	Nov. 1, 1924-April 5, 1926.....	No rule filed.....	.....	.....	.....
	April 6, 1926-June 1926.....	Per (revenue) car mile*.....	1.25¢	1.25¢	2.50¢
	July 1926-June 1927.....	Per (revenue) car mile*.....	1.23	1.27	2.50
	July 1927-Aug. 1933 ³⁰	Per (revenue) car mile* ³⁰	1.25	28 1.25	2.50
	July 1909-Nov. 4, 1912.....	Per day* ²⁹	\$6 45	\$2 55	\$9 00
Manhattan & Queens, Receivers:	Nov. 4, 1912-Nov. 14, 1917.....	No rule filed.....	.....	.....	.....
	Nov. 15, 1917-Dec. 1920.....	No rule filed.....	.....	.....	.....
	Jan. 1921-June 1921.....	Amount annually*.....	\$14,459 04	\$13,962 00	\$28,421 04
	July 1921-May 3, 1929.....	Amount annually* ³⁰	(30)	(30)	(30)
	May 4, 1929-June 1934.....	Amount annually* ³⁰	(30)	(30)	(30)
Richmond Light & R. R.	June 1909-June 1914.....	Amount annually ³¹	\$35,100 00	\$31,800 00	\$66,900 00
	July 1914-June 1926.....	Per car mile*.....	(32)	33 1.00¢	1.00¢
	July 1926-June 1927.....	No rule filed ³⁴.....	.....	.....	.....
	July 1927-June 1930.....	Per cent of oper. rev. ³³	7.80%	2.20%	10.00%
	July 1930-Jan. 31, 1934 ³⁷	Per cent of oper. rev. ³³.....	.....	.....	.....
Richmond Railways.	July 1909-June 1911.....	Amount annually.....	\$672 00	(16)	\$672 00
	July 1911-Sept. 10, 1933 ¹⁴	No rule filed.....	.....	(16)	.....

For footnotes see following page.

NOTE.—Where no specific rule is indicated, the company has charged actual expenditures only.

* Depreciation only (in addition to cost of repairs)

¹ The following companies have not filed rules: B'irhth & Ninth Avenues, and Southfield Beach.

² On Contracts Nos. 1 and 2 lines; in addition the Company included charges for maintenance on Contract No. 3 lines.

³ Under rates provided by Contract No. 3, there is to be deducted for repairs and minor replacements, 12 per cent of the operating revenues, and during the first year of operation, 5 per cent of the revenues from the Subway and 2 per cent of the revenues from the Elevated for depreciation, this item after the first year being subject to future annual determination.

⁴ Receivers were appointed for the I. R. T. as of August 26, 1932.

⁵ Under rates provided by Contract No. 4, there is to be deducted 12 per cent for repairs and minor replacements during the first year of operation, and 3 per cent for depreciation, this item after the first year being subject to future annual determination. In 1921 the depreciation charged to maintenance amounted to \$430,506.22 for Ways and Structures, and \$645,759.34 for Equipment, of which \$310,506.22 and \$465,759.34, respectively, applied to the fiscal year 1920 and \$120,000 and \$180,000, respectively, to the fiscal year 1921.

⁶ The Third Avenue Railway carries on its books an account called a "Depreciation, Renewals and Contingencies Fund" for the System.

⁷ The amount entered for Third Avenue covers also the Dry Dock, E. B'way & B., the 42d St., Manh. & St. N. Avenue and the Union. No charges were made during the receivership period.

⁸ No rule filed. The Commission by its order of February, 1912, and subsequent amendments in the reorganization proceedings of the Metropolitan Street Railway and the Third Avenue Railroad (Cases 1305 and 1181) required the Company to reserve 20 per cent of operating revenue for maintenance. For the fiscal year 1918, the companies in the Third Avenue system were permitted by the Commission to report actual maintenance expenditures instead of the arbitrary 20 per cent charge. In 1921 and 1922, the companies in the Third Avenue system set aside 25 per cent of transportation revenue for maintenance and depreciation (except Third Avenue Railway which set aside 29 per cent in 1921), 15 per cent being for Way and Structures and 10 per cent for Equipment. When the actual expenditures exceeded the 15 per cent in the case of Way and Structures or the 10 per cent in the case of Equipment, but the total expenditures for both was less than 25 per cent, the Company charged 60 per cent of the difference between 25 per cent of the transportation revenue and actual expenditures (Way and Structures and Equipment) to Depreciation of Way and Structures and 40 per cent to Depreciation of Equipment. If actual expenditures exceeded 25 per cent the Company disregarded the rule.

⁹ The excess of 10 per cent of transportation revenue for the System, over actual expenditures for maintenance of equipment for the System, is distributed among the constituent companies on the basis of the ratio of each company's transportation revenue to the total transportation revenue.

¹⁰ In accordance with their rule, Depreciation of Equipment for the Third Avenue would have been \$14,204.33. The Company, however, arbitrarily deducted \$10,000.

¹¹ The difference between 15 per cent of transportation revenue and actual expenditures for Maintenance of Way and Structures of the entire Third Avenue Railway System was charged to Depreciation of Way and Structures, the individual companies being prorated on a basis of expenditures. For Depreciation of Equipment, the difference between 10 per cent of transportation revenue and actual expenditures for Maintenance of Equipment of the entire Third Avenue Railway System was also prorated on the basis of expenditures, the rule however not being followed with respect to this distribution in 1927.

¹² Represents Company's rule for Depreciation. During the year, however, there was credited to the individual companies of the Third Avenue Railway System (with the exception of the Belt Line) on the basis of actual expenditures for each company, 0.15% of Transportation revenue for the System to Maintenance of Way and Structures and 0.10% to Maintenance of Equipment, which credits were determined as follows:

	Way and structures	Equipment	Total
Charged on basis of rule for Depreciation	15.00	10.00	25.00
Excess of 8% provided for Injuries and Damages	1.20	0.23	1.43
Total	16.20	10.23	26.43
Actual expenditures for Maintenance	16.35	10.33	26.68
Difference credited to Maintenance	0.15	0.10	0.25

- ¹³ In 1918 Company made an appropriation of \$303,983 from Surplus to provide a reserve for accrued depreciation of Fixed Capital as at January 1, 1912.
- ¹⁴ Date of discontinuance of operation.
- ¹⁵ In addition, charges are made to create a reserve for property that will revert to City of New York.
- ¹⁶ Company has no equipment on which depreciation might accrue.
- ¹⁷ A reserve for horses only was maintained.
- ¹⁸ No rule filed; account set up under order of the Commission (see note 8) and called Accrued Amortization of Capital and Contingent Account.
- ¹⁹ Date of termination of lease with New York Railways.
- ²⁰ In 1923 the Company made an appropriation from Surplus for Reserve for Depreciation for 1918 and 1919, \$446,571.80, estimated at "5 per cent on \$4,465,718, the value of property subject to depreciation."
- ²¹ The Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co., Coney Island & Gravesend Ry. Co., Nassau Electric R. R. Co. and the Brooklyn City R. R. Co. were consolidated and merged as of July 1, 1929, and the assets and liabilities of the Brooklyn Heights R. R. Co. were assumed by the B.-M. T. Corp. under Court Order dated July 10, 1929.
- ²² Represents Company's rule as filed with Transit Commission. In actual practice the Company charges Depreciation of Way and Structures with an amount equal to the difference between \$600,000 and the amount credited to Depreciation of Way and Structures for Miscellaneous major replacements.
- ²³ Date of termination of lease of Brooklyn City to Brooklyn Heights.
- ²⁴ In addition charges are made to General amortization and to Sinking fund accruals to create a reserve for property that will revert to City of New York.
- ²⁵ No depreciation, all repairs to be charged directly to expense.
- ²⁶ Actual expenditures for the year ended June 30, 1928 having exceeded the 25% rule by \$21,042.08, the Company abandoned the rule, after wiping out the balance of \$6,559.36 in the Reserve.
- ²⁷ The difference between actual expenditures for Maintenance of Way and Structures and Equipment and 32.55% of Transportation revenue is charged to Depreciation of Way and Structures.
- ²⁸ In addition Company charges to Maintenance of Equipment, Depreciation of Furniture and Fixtures and Depreciation of Auto Equipment.
- ²⁹ Charges were made at this rate during the year ended June 30, 1911, and were continued until December 27, 1912. Charges prior to the fiscal year 1911 were irregular.
- ³⁰ Amount charged each year to depreciation based on rate of 2.92 per cent on value of depreciable property as determined by valuations of Hamilton Engineering Co.
- ³¹ The rule provided insufficient rates, and charges were irregular.
- ³² Company makes no provision for depreciation of way and structures.
- ³³ Represents Company's practice; not based on formal rule.
- ³⁴ Actual expenses exceeded 25 per cent of operating revenues, which Company considered "should be adequate to cover both reasonable depreciation and current maintenance."
- ³⁵ During 1931 the Company made an appropriation of \$208,874.10 from Surplus "to set up a charge for depreciation from July 1, 1927 to June 30, 1930, inclusive, based on 10% of gross earnings."
- ³⁶ Operation was discontinued November 25, 1933.
- ³⁷ Operation was discontinued January 26, 1934.

TABLE 11. DETAILS OF OPERATING EXPENSES ON ACCOUNT OF INJURIES AND DAMAGES, 1927-1934

ITEM	1927	1928	1929	1930	1931	1932	1933	1934
Claim department expenses.....	\$615,429 81	\$548,681 36	\$510,090 92	\$508,884 53	\$510,098 75	\$504,232 71	\$518,412 45	\$472,468 75
Medical expenses.....	218,298 46	204,684 44	184,283 91	194,016 62	206,855 67	204,986 69	189,196 93	187,076 36
Claims for injuries to employees.....	467,970 45	512,030 40	616,728 47	713,499 36	652,876 42	506,029 48	429,332 62	466,436 34
Other injuries and damages.....	3,484,484 89	3,055,466 04	3,325,428 74	3,661,050 92	2,889,301 29	2,971,073 66	2,426,848 80	2,555,665 66
Other expenses.....	64,244 04	108,887 79	120,341 56	115,201 24	116,586 20	115,701 36	59,344 70	53,657 45
Total.....	\$4,850,427 65	\$4,429,750 03	\$4,756,873 60	\$4,592,652 67	\$4,375,718 33	\$4,302,093 90	\$3,623,635 50	\$3,735,304 56
Salaries and expenses of attorneys.....	\$745,884 49	\$778,103 79	\$758,023 30	\$732,484 54	\$725,461 79	\$781,704 57	\$697,520 86	\$650,773 43
Court costs and expenses.....	244,665 94	248,984 82	249,679 46	262,947 65	267,212 51	285,167 09	275,419 05	320,323 96
Law printing.....	10,668 73	9,514 67	7,115 37	8,706 52	10,764 25	6,737 40	6,929 13	8,197 56
Total.....	\$1,001,219 16	\$1,036,603 28	\$1,014,818 13	\$1,004,138 71	\$1,003,438 55	\$1,073,609 06	\$979,869 04	\$979,294 95
Total expended — companies for which details are available.....	\$5,851,646 81	\$5,466,353 31	\$5,771,691 73	\$5,596,791 38	\$5,379,156 88	\$5,375,702 96	\$4,603,504 54	\$4,714,599 51
Total expended — companies for which details are not available.....	3,083 97	3,550 85	794 47	1,650 30	260 83	129 10	1,989 75	1,486 70
Total expended — all companies.....	\$5,854,730 78	\$5,469,904 16	\$5,772,486 20	\$5,598,441 68	\$5,379,417 71	\$5,375,832 06	\$4,605,494 29	\$4,716,086 21
Reserved.....	267,288 91	568,513 94	595,982 12	71,456 96	89,016 55	34,282 15	41,691 73	228,412 60
Total expended and reserved — all companies.....	\$6,122,019 69	\$6,038,418 10	\$6,369,468 32	\$5,669,898 64	\$5,468,434 26	\$5,410,114 21	\$4,647,186 02	\$4,944,498 81
Transportation Revenue — all companies.....	\$143,461,261 97	\$147,215,364 15	\$148,875,986 51	\$150,738,197 31	\$145,236,981 27	\$135,261,254 36	\$124,688,230 32	\$124,944,544 54
Claim department expenses.....	2 24	D 10 85	D 7 03	D 0 24	0 24	D 1 14	2 80	D 8 86
Medical expenses.....	11 87	D 6 24	D 9 97	5 28	6 62	D 0 90	D 7 71	D 1 12
Claims for injuries to employees.....	D 15 33	9 42	20 45	15 69	D 8 50	D 22 49	D 15 06	D 8 52
Other injuries and damages.....	D 0 25	D 12 31	8 84	D 7 95	D 5 61	D 18 32	D 18 32	D 5 31
Salaries and expenses of attorneys.....	9 66	4 82	D 2 58	D 3 37	D 0 96	7 75	D 10 77	D 6 70
Court costs and expenses.....	9 13	1 77	0 28	5 31	1 62	6 72	D 3 42	16 30
Total expended for injuries and damages.....	1 19	D 6 57	5 53	D 3 02	D 3 91	D 0 07	D 14 33	2 40
Increase in Transportation Revenue.....	2 87	2 62	1 13	1 25	D 3 65	D 6 87	D 7 82	0 21

NOTE.— This table includes figures for all companies reporting expenditures on account of injuries and damages; for 1916-1925 figures, see prior Reports.

TABLE 12. FINANCIAL RESULTS OF OPERATION AS REPORTED BY THE NEW YORK RAPID TRANSIT (AND ITS PREDECESSOR, THE NEW YORK CONSOLIDATED), LESSEE UNDER CONTRACT NO. 4,¹ AUGUST 4, 1913 TO JUNE 30, 1934, AND BY YEARS, 1929-1934²

ITEM	YEAR ENDED JUNE 30					Total	
	1929	1930	1931	1932	1933	1934	Aug. 4, 1913- June 30, 1934
Revenue.....	\$36,220,541 39	\$37,363,560 03	\$36,445,401 32	\$34,480,030 11	\$32,312,985 29	\$31,939,216 59	\$525,411,428 36
Contract deductions:							
Rentals.....	\$392,115 90	\$316,847 71	\$303,690 07	\$307,552 18	\$314,445 98	\$315,714 84	\$4,500,251 88
Taxes.....	2,315,329 29	2,080,258 39	2,246,831 37	2,128,554 95	3,756,026 43	1,930,505 27	29,908,476 85
Operating expenses exclusive of maintenance.....	14,466,871 05	14,791,234 53	14,669,598 60	14,512,365 79	13,280,674 07	13,558,724 84	230,654,126 13
Maintenance and depreciation ³ ...	7,602,966 20	7,975,102 03	7,197,175 90	5,848,450 92	4,997,504 40	4,869,349 71	100,755,462 70
Total.....	\$24,777,282 44	\$25,163,442 66	\$24,417,295 94	\$22,796,923 84	\$22,328,650 88	\$20,674,294 66	\$365,818,317 56
Balance.....	\$11,443,258 95	\$12,200,117 37	\$12,028,105 38	\$11,683,106 27	\$9,984,334 41	\$11,264,921 93	\$159,593,110 80
Preferential of \$3,500,000.....	3,500,000 00	3,500,000 00	3,500,000 00	3,500,000 00	3,500,000 00	3,500,000 00	73,180,107 51
Balance available for Lessee's charges Interest and sinking fund, Company's investment.....	\$7,943,258 95	\$8,700,117 37	\$8,528,105 38	\$8,183,106 27	\$6,484,334 41	\$7,764,921 93	\$86,413,003 29
Balance available for City's charges. Interest and sinking fund, City's in- vestment.....	\$1,639,874 35	\$2,182,648 56	\$1,918,707 29	\$1,478,162 76	D \$322,561 68	\$906,300 97	D \$3,486,948 87
Total deficit.....	8,534,882 62	9,634,422 72	9,674,839 46	10,579,422 19	10,643,678 90	10,715,894 58	118,980,238 14
	\$6,895,008 27	\$7,451,774 16	\$7,756,132 17	\$9,101,259 43	\$10,966,240 58	\$9,809,593 61	\$122,467,187 01

NOTE.—Inconsiderable differences from figures of the general tables of the various Annual Reports are due to the fact that Table 12 is compiled from monthly returns of operation under Contract No. 4 and the general tables from the annual company returns after adjustments have been made.

¹ Exclusive of results of operation of the 95th St. Extension (of Broadway — 4th Avenue Line), which commenced operation October 31, 1925.

² For 1914-1928, see prior Reports.

³ For 1929-1934 the amount for depreciation was \$800,000 per annum; see also this Company in Table 10 preceding (page 172).

CAR MILE RATIOS — CENTS

DETAILS OF OPERATING EXPENSES

	Main- tenance of way and structures	Main- tenance of equipment	Operation of power plant	Operation of cars	General (including injuries, damages, etc.)	OPERATING EXPENSES				Net revenue	Taxes
						Oper- ating revenues	Mainte- nance	Power	Cars		
1905 ¹	\$174,222	\$269,779	\$732,091	\$575,602	\$108,754	19,73	2,35	3,82	3,04	0,57	9,78
1906	358,014	435,885	830,267	1,160,371	193,573	22,08	2,49	2,60	3,63	0,60	9,32
1907	495,825	603,011	929,004	1,333,588	321,941	22,88	3,49	2,50	3,59	0,87	10,45
1908	542,913	943,178	1,055,222	1,515,664	366,337	23,30	3,38	2,40	3,44	0,83	10,05
1909	603,335	776,205	1,092,234	1,614,948	480,899	26,37	2,99	2,36	3,49	1,00	9,84
1910	664,444	792,222	1,134,843	1,714,630	450,311	27,72	2,90	2,26	3,41	0,89	9,46
1911	694,070	1,561,638	1,202,211	1,927,774	543,940	25,13	3,94	2,11	3,38	0,95	10,38
1912	777,310	1,748,948	1,199,941	2,132,691	638,978	24,31	3,91	1,86	3,31	1,02	10,10
1913	791,581	1,781,057	1,180,696	2,183,483	707,589	25,58	3,91	1,80	3,32	1,08	10,11
1914	800,633	1,234,310	1,183,932	2,200,132	752,811	26,42	3,06	1,78	3,31	1,13	9,28
1915	825,437	1,271,609	1,190,411	2,248,375	666,742	26,87	3,07	1,74	3,29	0,97	9,07
1916	897,224	1,344,549	1,354,955	2,491,395	787,069	26,87	3,11	1,88	3,46	1,09	9,54
1917	939,716	1,358,014	1,595,779	3,277,000	947,093	29,12	3,12	2,17	4,44	1,29	11,02
1918	988,822	1,375,363	1,985,508	3,939,387	869,102	29,09	3,15	2,64	5,25	1,16	12,20
1919	1,499,086	2,317,639	3,457,097	6,070,638	1,033,419	27,46	4,26	3,85	6,77	1,15	16,03
1920	2,150,362	3,225,543	3,734,419	7,758,184	1,272,979	33,86	5,76	4,02	8,31	1,36	19,44
1921	2,368,264	3,552,396	5,133,487	9,488,773	1,271,384	32,82	5,58	4,85	8,94	1,20	20,57
1922	2,355,713	3,533,370	5,006,603	8,205,236	1,263,302	31,34	5,33	4,53	7,42	1,14	18,42
1923	2,780,336	3,398,188	5,794,640	8,406,688	1,575,287	30,26	5,15	4,82	7,00	1,31	18,28
1924 ²	3,037,037	3,589,711	5,358,133	8,489,661	1,582,086	31,07	5,28	4,34	6,87	1,28	17,77
1925 ³	3,016,442	3,686,762	4,855,130	8,029,359	1,992,756	30,05	5,11	3,70	6,12	1,52	16,45
1926	2,827,274	4,422,147	4,967,861	8,056,197	1,963,682	30,70	5,22	3,58	5,80	1,41	16,01
1927	2,903,702	4,541,687	5,001,401	8,916,332	2,081,929	31,27	5,31	3,57	6,37	1,49	16,74
1928	3,191,838	4,992,363	5,430,512	9,318,048	2,483,764	31,36	5,33	3,54	6,07	1,62	16,56
1929 ⁴	3,327,294	5,204,229	5,547,296	9,553,000	3,196,862	30,60	5,20	3,38	5,83	1,95	16,36
1930	5,138,975	6,959,550	5,684,316	10,122,553	2,640,689	31,42	7,03	3,25	5,96	1,56	18,00
1931	5,849,497	6,331,828	5,634,473	10,609,165	2,668,989	30,44	6,39	3,13	6,03	1,54	17,94
1932	5,322,830	5,838,906	5,470,465	10,530,916	2,876,754	28,69	6,39	3,13	6,03	1,63	17,20
1933	5,135,076	5,384,710	5,082,731	9,748,299	2,241,158	26,38	6,09	2,94	5,64	1,30	15,97
1934	4,427,070	5,158,285	5,225,894	8,695,650	2,052,943	25,66	5,56	3,03	5,04	1,19	14,82

¹ Under rates prescribed by Contract No. 3, there is to be deducted for maintenance 12 per cent of the operating revenues, and during the first year of operation, 5 per cent of the revenues for depreciation, this latter item being subject to future annual determination by agreement between the Company and the Commission. To June 30, 1929 no agreement had been reached and the Company set aside 17 per cent of operating revenue for maintenance and depreciation. Subsequent to June 30, 1929 there was charged for Depreciation: 1930, \$1,000,000; 1931-1934, \$500,000.

² Represents net income from operations after providing for interest and sinking fund on City's investment in Contracts Nos. 1 and 2 subways; see headnote.

³ See headnote and note 6.

⁴ Period October 27, 1904 to June 30, 1905.

⁵ In 1924, 1925 and 1929 actual expenditures for maintenance exceeded the 17 per cent of gross operating revenues provided for in the rule for maintenance and depreciation combined. (See note 1.) Net revenue and balance are consequently overstated by the difference between actual expenditures and 17 per cent of gross operating revenues, as follows: 1924, \$124,715; 1925, \$139,582; 1929, \$485,080.

⁶ In addition there was paid during 1930 and charged to Surplus, \$5,886,342 in connection with settlement of Transit Commission's Objections up to and including June 30, 1929.

TABLE 14. SUMMARY OF OPERATIONS OF HUDSON AND MANHATTAN RAILROAD COMPANY, 1908-1934

(A) Traffic						
YEAR ENDED JUNE 30	Length of road	Miles of track owned ²	Number of passenger cars owned ³	Number of revenue passengers	Passenger car miles	Passenger car hours
1908 ¹	3.31	6.80	50	4,363,722	618,742	N. R.
1909	3.31	6.80	50	14,192,352	1,700,902	110,888
1910	7.40	13.08	140	42,839,979	5,542,601	322,343
1911	7.87	17.54	190	52,756,434	6,823,891	403,853
1912	7.87	18.77	226	57,934,226	7,625,707	435,706
1913	7.87	18.77	226	58,870,069	7,956,696	438,853
1914	7.87	18.77	226	60,051,890	7,981,350	438,910
1915	7.87	18.77	226	58,966,414	7,860,524	432,012
1916	7.87	18.77	226	63,293,534	7,967,712	431,649
1917	7.87	18.77	226	68,556,999	8,178,711	442,704
1918	7.87	18.77	226	76,348,998	8,408,584	453,188
1919	7.87	18.77	226	86,050,815	8,820,599	474,414
1920	7.87	18.77	226	92,250,836	9,212,144	493,977
1921	7.87	18.77	251	95,607,645	9,336,874	508,819
1922	7.87	18.77	251	99,104,889	9,656,000	536,718
1923	7.87	18.77	276	103,390,911	10,336,812	573,012
1924	7.87	18.77	301	107,213,936	10,622,408	588,601
1925	7.87	18.77	301	107,918,242	10,743,718	592,947
1926	7.87	18.77	301	108,826,762	10,841,222	594,870
1927	7.87	18.77	301	112,318,329	11,125,838	609,125
1928	7.87	18.77	305	112,487,043	11,565,115	632,257
1929	7.87	18.77	325	111,834,120	11,503,286	628,170
1930	7.87	18.77	325	110,677,083	11,300,681	615,958
1931	7.87	18.77	324	101,626,942	10,467,706	570,094
1932	7.87	18.77	324	90,320,135	9,333,929	510,700
1933	7.87	18.77	324	78,051,350	8,274,420	450,359
1934	7.87	18.77	324	76,311,146	7,990,472	436,084

(B) Accidents; employees and wages

	Employees at June 30th						Total annual salaries and wages of officers and employees	
	Accidents		Motor-men	Conductors and guards		Others		Total
	Persons killed	Persons injured						
1908 ¹	2	104	17	38	284	339	\$117,406	
1909.....	3	102	19	67	336	422	430,877	
1910.....	6	162	53	175	728	956	953,697	
1911.....	3	143	65	179	806	1,050	1,161,277	
1912.....	4	152	80	282	929	1,291	1,307,223	
1913.....	4	175	81	266	912	1,259	1,398,579	
1914.....	2	166	81	266	933	1,280	1,468,457	
1915.....	3	169	81	282	921	1,284	1,427,113	
1916.....	3	166	80	285	918	1,283	1,471,130	
1917.....	4	195	78	287	939	1,304	1,640,055	
1918.....	4	205	80	306	937	1,323	1,832,676	
1919.....	4	180	98	368	1,179	1,645	2,706,330	
1920.....	2	247	97	407	1,216	1,720	3,206,715	
1921.....	1	435	96	353	1,056	1,505	3,228,089	
1922.....	2	607	95	354	1,031	1,480	3,039,817	
1923.....	3	557	98	383	1,140	1,621	3,104,606	
1924.....	3	650	98	406	1,063	1,567	3,239,951	
1925.....	5	745	99	419	1,123	1,641	3,376,790	
1926.....	2	837	96	411	1,088	1,595	3,226,186	
1927.....	1	1,058	98	422	1,057	1,577	3,197,113	
1928.....	3	1,186	98	421	1,069	1,588	3,305,826	
1929.....	1	1,307	99	405	1,052	1,556	3,294,830	
1930.....	2	992	96	399	1,038	1,533	3,364,459	
1931.....	4	904	94	381	1,023	1,498	3,133,461	
1932.....	2	826	92	355	944	1,391	2,861,971	
1933.....	2	844	88	329	906	1,323	2,386,271	
1934.....	1	653	87	312	922	1,321	2,274,861	

For footnotes see page 186.

TABLE 14. Summary of operations of Hudson and Manhattan Railroad Company, 1908-1934

(C) Operating revenues and expenses

YEAR ENDED JUNE 30	Passenger revenue	Total operating revenues	Operating expenses	Net operating revenue	Taxes	Operating income
1908 ¹	\$218,186	\$222,416	\$229,681	D \$7,265	\$16,376	D \$23,641
1909.....	709,618	743,701	530,347	213,354	68,319	145,035
1910.....	2,141,999	2,237,459	971,095	1,266,364	122,821	1,143,543
1911.....	2,637,822	2,802,827	1,142,509	1,660,318	179,535	1,480,783
1912.....	3,163,794	3,379,172	1,251,428	2,127,744	207,943	1,919,801
1913.....	3,448,390	3,692,817	1,361,205	2,331,612	232,288	2,099,324
1914.....	3,508,177	3,776,112	1,479,050	2,297,062	258,256	2,038,806
1915.....	3,432,159	3,679,083	1,423,646	2,255,437	263,169	1,992,268
1916.....	3,661,252	3,910,507	1,514,987	2,395,520	282,925	2,112,595
1917.....	3,947,612	4,242,277	1,756,408	2,485,869	294,064	2,191,805
1918.....	4,334,822	4,679,367	2,235,305	2,444,062	332,562	2,111,500
1919.....	5,268,714	5,633,257	3,004,606	2,628,651	336,699	2,291,952
1920.....	5,807,935	6,247,195	3,736,691	2,510,504	413,441	2,097,063
1921.....	7,118,050	7,567,288	3,939,293	3,627,995	478,086	3,149,909
1922.....	7,358,639	7,784,257	3,898,448	3,885,809	652,191	3,233,618
1923.....	7,640,864	8,013,092	3,866,588	4,146,504	704,521	3,441,983
1924.....	7,985,160	8,372,373	3,838,595	4,533,778	803,221	3,730,557
1925.....	8,077,924	8,531,711	3,821,940	4,709,771	888,680	3,821,091
1926.....	8,137,645	8,732,385	3,628,473	5,103,912	977,699	4,126,213
1927.....	8,416,881	9,024,583	3,700,853	5,323,730	1,039,130	4,284,600
1928.....	8,394,519	9,005,883	3,839,787	5,166,096	1,042,300	4,123,796
1929.....	8,287,728	8,902,201	3,891,940	5,010,261	978,938	4,031,323
1930.....	8,150,106	8,903,724	3,747,239	5,156,485	980,632	4,175,853
1931.....	7,459,565	8,283,394	3,529,681	4,753,713	958,313	3,795,400
1932.....	6,629,174	7,264,286	3,169,876	4,094,410	912,535	3,181,875
1933.....	5,699,173	6,204,681	2,616,197	3,588,484	792,323	2,796,161
1934.....	5,540,157	5,989,829	2,600,009	3,389,820	804,300	2,585,520

(D) Income

	Income from outside operations ⁴	Other income	Gross income	Fixed charges	Net income available for interest on Income bonds	Interest on Income bonds	Net corporate income or (D) loss
1908 ¹	\$73,627	\$648	\$50,634	\$167,454	D \$116,820	.....	D \$116,820
1909.....	560,993	18,236	724,264	659,894	64,370	.....	64,370
1910.....	782,549	12,587	1,938,679	1,919,389	19,290	.....	19,290
1911.....	875,676	16,157	2,372,616	2,425,946	D 53,330	.....	D 53,330
1912.....	942,695	23,286	2,885,782	2,855,334	30,448	.....	30,448
1913.....	927,122	25,519	3,051,965	2,828,319	223,646	.....	223,646
1914.....	976,914	35,013	3,050,733	2,335,957	714,776	\$714,776	.....
1915.....	1,010,369	36,166	3,038,803	2,376,799	662,004	662,004	.....
1916.....	929,513	48,467	3,090,575	2,403,111	687,464	687,494	.....
1917.....	892,761	65,931	3,150,497	2,432,053	718,444	.....	718,444
1918.....	848,731	87,723	3,047,954	2,440,788	607,166	.....	607,166
1919.....	818,031	89,637	3,199,620	2,427,594	772,026	.....	772,026
1920.....	870,523	163,975	3,131,561	2,446,696	684,865	.....	684,865
1921.....	974,892	229,368	4,354,169	2,454,170	1,899,999	1,655,100	244,898
1922.....	1,240,619	255,057	4,729,294	2,413,202	2,316,092	1,655,100	660,992
1923.....	1,407,351	260,733	5,110,067	2,426,177	2,683,890	1,655,100	1,028,790
1924.....	1,647,349	296,127	5,674,033	2,411,131	3,262,902	1,655,100	1,607,802
1925.....	1,542,803	299,057	5,662,951	2,394,372	3,268,579	1,655,100	1,613,479
1926.....	1,540,736	324,684	5,991,633	2,370,812	3,620,821	1,655,100	1,965,721
1927.....	1,558,881	376,761	6,220,242	2,370,347	3,849,895	1,655,100	2,194,795
1928.....	1,540,855	403,354	6,068,005	2,370,670	3,697,335	1,655,100	2,042,235
1929.....	1,594,689	417,585	6,043,597	2,370,183	3,673,414	1,655,100	2,018,314
1930.....	1,650,998	464,797	6,291,648	2,359,931	3,931,717	1,655,100	2,276,617
1931.....	1,664,454	504,710	5,964,564	2,367,980	3,596,584	1,655,100	1,941,484
1932.....	1,495,824	441,845	5,119,544	2,248,323	2,871,221	1,655,100	1,216,121
1933.....	1,136,636	307,899	4,240,696	2,115,229	2,125,467	1,655,100	470,367
1934.....	695,862	296,876	3,578,258	2,123,002	1,455,256	1,655,100	D 199,844

For footnotes see following page.

TABLE 14. Summary of operations of Hudson and Manhattan Railroad Company, 1908-1934
(E) Capital

At JUNE 30 —	Fixed Capital ⁶			Capital stock	Funded debt ⁷	Corporate Surplus or (D) Deficit
	Gross investment	Accrued amortiza- tion of capital	Net investment			
1908 ¹	\$101,350,069	.....	\$101,350,069	\$45,249,950	\$56,500,000	D \$116,820
1909.....	103,157,415	\$93,449	103,063,966	44,823,654	57,462,000	D 52,450
1910.....	110,457,576	289,296	110,168,280	44,824,936	66,930,000	D 47,475
1911.....	115,906,388	417,009	115,489,379	45,249,950	71,298,000	D 67,064
1912.....	118,818,209	512,794	118,305,415	45,249,950	74,263,000	D 50,486
1913.....	119,130,932	580,632	118,550,300	45,249,950	77,545,000	296,941
1914.....	120,356,520	738,843	119,617,677	45,249,950	77,864,134	.....
1915.....	120,521,399	918,212	119,603,187	45,249,950	77,996,634	.....
1916.....	120,621,507	1,108,139	119,513,368	45,249,950	78,121,234	.....
1917.....	120,693,528	1,312,293	119,381,235	45,249,950	78,082,234	⁸ 10 52,438
1918.....	120,842,349	1,445,335	119,397,014	45,249,950	77,829,234	¹⁰ 60,862
1919.....	121,046,416	1,680,573	119,365,843	45,249,950	77,610,234	¹⁰ 64,920
1920.....	121,276,003	1,970,439	119,305,564	45,249,950	77,513,234	¹⁰ 68,318
1921.....	122,046,887	2,897,538	119,149,349	45,249,950	77,446,234	⁹ ¹⁰ D 912,026
1922.....	122,279,651	4,382,107	117,897,544	45,249,950	77,388,234	D 241,536
1923.....	122,769,252	4,945,235	117,823,987	45,249,950	77,320,234	784,345
1924.....	123,967,151	5,512,350	118,454,801	45,249,950	77,220,234	2,130,132
1925.....	124,478,729	5,976,702	118,502,027	45,249,950	76,702,234	3,061,403
1926.....	124,607,050	6,454,598	118,152,452	45,249,950	76,642,234	3,771,799
1927.....	124,642,962	6,997,662	117,645,300	45,249,950	76,642,234	5,935,745
1928.....	125,144,924	7,560,716	117,584,208	45,249,950	76,567,234	6,698,178
1929.....	124,342,922	7,669,332	116,673,590	45,249,950	76,567,234	6,583,466
1930.....	124,384,800	8,138,918	116,245,882	45,249,950	76,567,234	7,236,300
1931.....	124,505,650	8,472,811	116,032,839	45,249,950	76,567,234	7,541,711
1932.....	124,691,118	8,749,717	115,941,401	45,249,950	71,617,234	7,023,932
1933.....	124,793,031	9,023,132	115,769,899	45,249,950	71,617,234	6,766,291
1934.....	124,875,629	9,353,911	115,521,718	45,249,950	71,567,234	6,445,996

¹ Operation was begun February 26, 1908.

² Includes track in car house, shop and yards, 1908-1910, 0.01 miles; 1911-1928, 1.92 miles; 1929-1934, 3.45 miles (of which 1.53 is owned by Pennsylvania R. R., but used exclusively by respondent). Excludes 1.26 miles of track operated since 1912, owned by the Pennsylvania R. R. and used jointly by them and the respondent.

³ Includes cars held under purchase agreement with Guaranty Trust Co., as follows: 1910, 90; 1911, 140; 1912-1918, 176; 1919-1920, 86; 1921, 36.

⁴ Hudson Terminal Buildings and other real estate.

⁵ Excludes income from lease of road and Hudson Terminal Buildings to U. S. Government, as follows: 1918, \$1,472,557; 1919, \$3,032,486; 1920, \$2,002,242.

⁶ Includes fixed capital in other departments, principally Hudson Terminal Buildings.

⁷ Includes bonds reacquired in amortization funds, as follows: 1915, \$356,500; 1916, \$683,500; 1917, \$972,000; 1918-1928, \$1,103,529; 1929 and 1930, \$1,153,529; 1931, \$2,506,529; 1932-1934, \$2,153,529.

⁸ Additional interest on income bonds, \$331,020, for six months ended June 30, 1916, was charged to Surplus in 1917.

⁹ Interest on income bonds, \$827,550, for six months ended June 30, 1920, was charged to Surplus in 1921.

¹⁰ Pursuant to authority of the Board of Directors, Reserve for Contingencies was established by a charge to Surplus "to secure the proper, safe and adequate maintenance of equipment and operation of the Tunnels, line of Railroad and other property of the Company, or to preserve its earning capacity." The amounts set aside for this purpose were: 1917, \$715,000; 1918, \$635,000; 1919, \$655,000; 1920, \$688,000; and 1921, \$285,000.

TABLE 15. SUMMARY OF OPERATIONS OF BUS COMPANIES, 1909-1934

(A) Traffic

YEAR ENDED JUNE 30 —	Length of route operated (miles) ⁵	Number of buses (revenue)	Non- revenue vehicles	Bus miles ⁶	Bus hours ⁶	Number of revenue passengers	Transfers
1909.....	N. R.	61	.....	796,375	112,096	3,609,304	.....
1910.....	18.76	61	2	1,320,432	177,832	6,305,175	.....
1911.....	18.76	80	4	1,354,391	178,075	5,997,372	.....
1912.....	19.16	81	2	1,440,841	188,621	6,339,072	.....
1913.....	19.16	105	5	2,176,790	275,675	8,884,534	744,573
1914.....	19.16	125	6	2,919,110	353,513	11,276,430	353,578
1915.....	19.20	133	8	4,113,625	478,516	14,050,471	520,429
1916.....	19.20	132	33	4,996,995	585,289	16,223,042	793,750
1917.....	30.12	183	35	5,915,772	718,050	22,157,764	863,381
1918.....	32.27	252	49	7,885,591	946,575	26,360,801	1,437,865
1919.....	32.27	283	51	8,348,726	1,002,006	36,983,726	2,034,005
1920.....	32.27	274	52	9,073,575	1,099,851	43,086,057	2,541,413
1921.....	32.27	289	50	9,622,770	1,125,412	51,812,760	2,936,279
1922.....	24.77	296	74	9,993,362	1,177,463	53,302,193	2,732,608
1923.....	31.36	305	69	10,283,382	1,221,567	56,874,110	3,450,608
1924.....	31.36	376	31	10,619,762	1,293,375	58,028,341	3,788,215
1925.....	37.87	418	53	12,698,684	1,513,756	68,713,208	4,320,222
1926.....	47.94	553	71	13,904,006	1,705,560	77,941,930	4,792,724
1927.....	49.57	626	85	14,025,686	1,786,790	82,031,455	4,526,202
1928.....	92.69	724	84	14,494,818	1,895,318	86,086,417	4,574,611
1929.....	158.19	751	92	19,655,636	2,480,465	125,655,010	7,086,154
1930 ^{2, 3}	151.69	855	107	19,516,711	2,432,553	123,379,692	7,015,046
1931 ²	178.26	915	107	20,742,008	2,491,230	130,710,699	7,426,688
1932.....	255.45	1,181	110	26,708,296	3,136,059	166,448,676	9,584,026
1933 ⁴	275.30	1,180	101	28,553,047	3,343,675	161,636,742	11,108,660
1934.....	351.34	1,309	108	34,224,827	4,019,677	197,955,600	13,697,108

(B) Accidents: employees and wages

	ACCIDENTS		EMPLOYEES AT JUNE 30 —				Total annual salaries and wages of officers and employees
	Persons killed	Persons injured	Con- ductors	Drivers and operators	Others	Total	
1909.....	.....	9	62	57	53	172	\$104,928
1910.....	3	25	72	70	99	241	181,510
1911.....	1	34	82	80	115	277	218,336
1912.....	.....	21	89	90	149	328	238,306
1913.....	1	28	115	133	189	437	354,288
1914.....	1	13	133	136	232	501	418,269
1915.....	3	15	204	200	265	669	526,236
1916.....	4	35	224	217	292	733	636,885
1917.....	5	27	360	342	377	1,079	887,408
1918.....	5	40	445	398	445	1,289	1,225,160
1919.....	1	22	411	397	400	1,208	1,546,746
1920.....	4	51	400	383	423	1,206	2,064,440
1921.....	3	809	432	411	485	1,328	2,434,239
1922.....	3	781	453	434	520	1,407	2,629,467
1923.....	6	970	444	465	619	1,528	2,826,725
1924.....	4	1,132	480	498	681	1,659	3,416,749
1925.....	6	1,682	556	608	715	1,879	3,846,593
1926.....	7	2,311	594	663	738	1,995	4,216,076
1927.....	10	1,903	663	735	715	2,113	4,496,232
1928.....	2	1,782	638	879	917	2,434	4,639,760
1929.....	2	2,299	648	980	971	2,599	5,415,504
1930 ^{2, 3}	1	2,248	631	943	993	2,567	5,343,423
1931 ²	5	2,359	601	998	935	2,534	5,313,592
1932.....	12	3,213	569	1,460	1,039	3,068	5,668,918
1933 ⁴	7	2,966	526	1,449	1,014	2,989	4,888,850
1934.....	20	3,505	445	1,827	1,222	3,494	5,611,429

For footnotes, see page 189.

TABLE 15. Summary of operations of bus companies,¹ 1909-1934
(C) Operating revenues and expenses

YEAR ENDED JUNE 30—	Passenger revenue	Total operating revenues	Operating expenses	Net operating revenue	Taxes
1909	\$351,601	\$369,405	\$291,160	\$78,245	\$19,829
1910	603,019	630,325	530,845	99,480	34,059
1911	599,737	631,311	592,204	39,107	35,832
1912	633,907	675,447	553,915	121,532	38,869
1913	888,453	935,668	716,521	219,147	54,692
1914	1,127,643	1,176,650	830,022	346,628	72,767
1915	1,405,047	1,451,508	920,097	531,411	91,801
1916	1,622,304	1,669,726	1,064,690	605,036	105,267
1917	2,221,935	2,257,361	1,469,602	787,759	164,445
1918	2,648,270	2,691,546	2,024,537	667,009	273,962
1919	3,732,078	3,826,059	2,437,317	1,388,742	493,041
1920	4,360,455	4,459,133	3,232,158	1,226,975	417,614
1921	5,252,760	5,342,559	3,656,082	1,686,477	608,138
1922	5,376,425	5,482,826	3,803,680	1,679,146	617,752
1923	5,675,398	5,789,561	4,051,275	1,728,286	587,164
1924	5,785,378	5,942,816	4,298,405	1,644,411	597,114
1925	6,850,120	7,022,002	5,005,922	2,016,080	684,192
1926	7,400,263	7,656,573	5,832,179	1,824,394	755,446
1927	7,655,662	7,890,976	6,179,256	1,711,720	758,266
1928	7,702,732	7,950,856	6,389,809	1,561,047	537,053
1929	9,416,400	9,710,043	8,370,339	1,339,704	609,943
1930 ^{2,3}	9,142,832	9,238,045	7,869,653	1,368,392	605,814
1931 ²	9,342,489	9,573,122	7,794,501	1,778,621	660,407
1932	10,955,797	11,363,201	9,016,084	2,347,117	875,744
1933 ⁴	10,213,842	10,525,812	8,484,930	2,040,882	1,072,565
1934	11,978,888	12,284,871	9,967,082	2,317,789	1,365,161

(D) Income

	Operating income	Income from outside operations ⁹	Other income	Gross income	Interest and rent charges, etc.	Net corporate income
1909	\$58,416		\$871	\$59,287	\$37,247	\$22,040
1910	65,421		725	66,146	36,715	29,431
1911	3,275		294	3,569	37,390	D 33,821
1912	82,663		1,381	84,044	36,855	47,189
1913	164,455		2,752	167,207	36,855	130,352
1914	273,861		4,473	278,334	87,896	190,438
1915	439,610		10,861	450,471	86,297	364,174
1916	499,769		23,168	522,937	79,940	442,997
1917	623,314		19,736	643,050	59,739	583,311
1918	393,047		50,444	443,491	107,066	336,425
1919	895,701		41,708	937,409	105,763	831,646
1920	809,361		50,281	859,642	82,575	777,067
1921	1,078,339		77,568	1,155,907	51,607	1,104,300
1922	1,061,394		98,697	1,160,091		1,160,091
1923	1,151,122		126,888	1,278,010	669	1,277,341
1924	1,047,297		121,106	1,168,403	575	1,167,828
1925	1,331,888		127,722	1,459,610	373	1,459,237
1926	1,068,948		167,302	1,236,250	32,386	1,203,864
1927	1,133,454	\$37,618	146,408	1,317,480	63,959	1,253,521
1928	1,023,994	42,401	167,268	1,233,663	81,340	1,152,323
1929	729,761	43,555	219,967	993,283	202,155	791,128
1930 ^{2,3}	762,578	52,393	251,672	1,066,643	221,190	845,453
1931 ²	1,118,214	54,521	278,574	1,451,309	367,862	1,083,447
1932	1,471,373	48,333	183,127	1,702,833	595,923	1,106,910
1933 ⁴	968,317	23,583	161,396	1,153,296	535,977	617,319
1934	952,628	5,266	115,764	1,073,658	662,099	411,559

TABLE 15. Summary of operations of bus companies,¹ 1909-1934

(E) Capital						
FIXED CAPITAL						
At JUNE 30	Gross investment	Accrued amortization of capital	Net investment	Capital stock	Dividends	Corporate Surplus or (D) Deficit
1909.....	\$358,706	\$92,912	\$265,794	\$50,000	.....	D \$458,217
1910.....	394,150	208,660	185,490	50,000	.....	D 430,337
1911.....	580,141	305,679	274,462	50,000	.....	D 465,098
1912.....	579,522	379,728	199,794	50,000	.....	D 416,978
1913.....	712,093	424,626	287,467	50,000	.....	D 286,057
1914.....	835,667	407,906	427,761	50,000	.....	D 105,795
1915.....	896,312	449,868	446,444	50,000	.....	251,965
1916.....	879,768	442,882	436,886	50,000	.....	706,095
1917.....	1,048,595	479,891	568,704	55,800	.....	1,275,599
1918.....	1,364,883	579,932	784,951	55,800	.....	1,457,001
1919.....	2,562,251	505,701	2,056,550	55,800	.....	2,062,621
1920.....	2,569,773	720,117	1,849,656	55,800	.....	2,691,971
1921.....	2,721,137	824,104	1,897,033	55,800	.....	3,775,333
1922.....	3,479,514	855,170	2,624,344	50,000	.....	4,908,400
1923.....	3,665,935	1,173,884	2,492,051	88,250	\$329,523	5,818,747
1924.....	4,366,376	1,323,832	3,042,544	88,250	320,000	6,607,308
1925.....	5,168,170	1,753,300	3,414,870	88,250	640,045	7,438,502
1926.....	6,678,492	2,179,332	4,499,160	116,850	348,623	8,267,853
1927.....	7,468,897	2,640,020	4,828,877	131,850	571,523	9,071,843
1928.....	8,610,874	3,071,162	5,539,712	281,850	607,298	9,514,766
1929.....	9,314,119	3,782,090	5,532,029	316,850	571,525	9,766,096
1930 ²	9,602,933	4,131,555	5,471,378	10 6,238,250	250,000	10 4,448,493
1931 ²	10,731,572	4,830,984	5,900,588	6,238,300	500,000	5,021,530
1932.....	13,527,305	5,878,357	7,648,948	7,278,000	500,000	5,645,907
1933 ⁴	13,571,095	7,029,247	6,541,848	7,278,100	620,000	5,629,560
1934.....	14,778,098	7,568,747	7,209,351	8,084,100	604,102	4,902,801

¹ Exclusive of municipally-operated buses, which do not report to the Transit Commission, bus companies which are operating under one-year franchises obtained during 1933, and bus operations of two street railway companies, the Westchester Electric and Jamaica Central. Includes Avenue B & East Broadway Transit, from April 1, 1933; Brooklyn Bus Corp., from Dec. 15, 1929 (see note 3 below); City Island Motor Bus, from Sept. 4, 1916 to April 14, 1922; Eastern Parkway, Brownsville & East New York Transit Relief Assn., from August 28, 1925 to June 30, 1929 (see note 2 below); East Side Omnibus, from June 26, 1933; Fifth Avenue Coach, for all years; Jamaica Buses, from Nov. 12, 1933; Nassau Bus from 1923; New Dorp Beach Bus, from Sept. 3, 1926; Staten Island Coach, from Jan. 7, 1934; Suburban Bus. Corp. from May 1, 1932 (operation within New York City began May 7, 1932); Surface Transportation Corp., from Nov. 1, 1927; and Tompkins Bus Corp., from July 1, 1928 (operation was begun during April, 1925, but no Certificate of Convenience was obtained from this Commission until May 16, 1928).

² Exclusive of Eastern Parkway, Brownsville & East New York Transit Relief Assn., which failed to file returns after 1929. All operations by this Company were discontinued in August, 1931.

³ Includes only Revenue buses, Revenue passengers and Passenger revenue of the Brooklyn Bus Corp. which filed no report for 1930.

⁴ Differs from figures published in 1933 by the inclusion here of Avenue B and East Broadway Transit, which, originally operating under a one-year franchise, later obtained a longer franchise.

⁵ At June 30. Excludes duplications of parts of streets traversed. Includes mileage outside of City.

⁶ Includes both active and idle mileage and hours made by buses on regular routes, on the same basis as number of passengers and passenger revenue. None of these items includes the small amount of traffic in special or "private hire" buses. In several years the bus miles included here for the City Island Motor Bus and the Nassau Bus were estimated by the Div. of Statistics and Accounts of this Commission; in all years these companies fail to report bus hours. Neither bus miles nor bus hours of the New Dorp Beach Bus are reported.

⁷ Issuance of transfers by the Fifth Avenue Coach began April 26, 1912. No record was kept, however, prior to August, 1913.

⁸ "..... it would seem that the increase in accidents of the Fifth Avenue Coach during the fiscal year ended June 30, 1921, as compared with previous years, is due to a different method observed in reporting."

⁹ Baltimore & Ohio R. R. service by Fifth Avenue Coach, which began August 29, 1926.

¹⁰ Pursuant to Section 36 of the Stock Corporation Law of the State of New York, the Fifth Avenue Coach Co. changed its previously authorized and issued Capital Stock consisting of 500 shares with a par value of \$100 per share into 50,000 shares, without par value. (These 50,000 shares were subsequently changed to 1,000,000 shares without par value.) A transfer of \$5,950,000 from Surplus to Capital was made pursuant to resolutions adopted at an adjourned regular meeting of the Board of Directors of the Company held on April 4, 1930.

TABLE 16. SUBURBAN TRAVEL ON LONG ISLAND AND STATEN ISLAND
(A) Passenger traffic and passenger car miles in passenger trains of the Long Island Railroad¹
1912-1934

I. PASSENGERS

YEAR ENDED JUNE 30—	Monthly commutation tickets within New York City limits	PASSENGERS			
		Commuter	Local electric ¹	All other	Total
1912.....	84,213	11,125,984	7,017,651	17,619,607	35,763,242
1913.....	96,844	12,039,876	8,374,064	18,794,550	39,208,490
1914.....	109,939	13,051,527	7,924,039	20,275,828	41,251,394
1915.....	114,571	13,648,675	7,899,202	20,794,375	42,342,252
1916.....	122,751	14,707,874	8,381,082	20,817,240	43,906,196
1917.....	142,810	16,549,170	8,864,904	22,271,938	47,686,012
1918.....	143,272	18,565,644	9,122,213	26,619,064	54,306,921
1919.....	167,236	21,937,212	8,394,976	26,388,253	56,720,441
1920.....	235,187	26,273,989	10,285,202	28,710,605	65,269,796
1921.....	293,676	33,883,684	10,266,992	32,152,857	76,303,533
1922.....	339,130	37,919,392	7,436,481	32,032,898	77,388,771
1923.....	371,087	42,756,780	7,516,563	32,194,638	82,467,981
1924.....	425,293	48,402,470	7,327,258	34,015,923	89,745,651
1925.....	471,824	53,253,190	7,621,114	35,929,956	96,804,260
1926.....	524,164	58,936,858	6,978,755	37,638,031	103,553,644
1927.....	558,250	62,895,437	7,348,809	37,965,025	108,209,271
1928.....	587,735	66,419,499	7,292,705	38,628,301	112,340,505
1929.....	611,375	69,982,421	6,913,001	38,553,747	115,449,169
1930.....	653,690	75,047,847	6,681,409	38,790,510	120,519,766
1931.....	623,641	73,022,533	6,170,419	35,650,569	114,843,521
1932.....	544,231	66,927,894	4,904,747	30,358,364	102,191,005
1933.....	414,741	55,458,373	3,800,927	24,758,831	84,018,131
1934.....	307,796	42,639,790	3,233,430	34,327,790	80,201,010

II. PASSENGER CAR MILES²

	STEAM TRAINS		ELECTRIC TRAINS		Motor trains — passenger ³	Trolley	Local electric ¹	Total
	Passenger	Parlor	Passenger	Parlor				
1912.....	10,624,007	761,144	.....	.....	8,518,815	.....	1,287,929	21,191,895
1913.....	9,966,314	694,859	.....	.....	8,993,009	9,627	2,059,334	21,723,143
1914.....	9,150,094	639,691	.....	.....	10,454,515	12,868	2,249,508	22,506,676
1915.....	8,209,469	627,072	.....	.....	10,788,287	13,318	2,449,375	22,087,521
1916.....	8,470,749	660,137	.....	.....	11,334,096	13,096	2,545,081	23,023,159
1917.....	8,855,744	696,644	.....	.....	12,108,487	14,958	2,632,067	24,307,900
1918.....	10,674,366	530,992	.....	.....	13,106,666	27,699	2,678,608	27,018,331
1919.....	10,229,710	304,868	.....	.....	13,855,223	33,972	2,397,580	26,821,353
1920.....	10,533,632	581,850	.....	.....	16,148,261	42,203	2,581,433	29,887,379
1921.....	11,418,000	594,183	.....	.....	17,920,352	44,301	2,934,358	32,911,194
1922.....	11,604,312	580,869	.....	.....	19,567,254	31,211	2,970,291	34,753,935
1923.....	12,024,139	572,228	.....	.....	21,581,002	29,139	3,066,747	37,273,257
1924.....	12,809,268	604,659	.....	.....	24,009,888	28,906	3,200,449	40,653,170
1925.....	12,781,873	600,500	.....	.....	26,793,229	30,140	3,201,413	43,406,855
1926.....	8,569,914	632,963	.....	.....	32,368,204	27,895	3,050,432	44,649,408
1927.....	8,325,295	720,754	.....	.....	34,547,141	29,755	3,134,401	46,757,346
1928.....	8,437,691	861,168	.....	.....	37,361,272	30,238	3,119,209	49,809,578
1929.....	8,202,844	885,839	.....	.....	38,062,223	28,935	3,039,705	50,219,546
1930.....	8,330,471	949,051	.....	.....	39,570,831	24,569	2,978,593	51,853,515
1931.....	⁴ 8,271,194	⁴ 923,587	(⁵)	(⁵)	40,895,132	23,911	2,817,582	52,931,406
1932.....	7,240,177	664,666	598,529	101,391	38,482,557	26,718	2,339,491	49,453,529
1933.....	6,448,636	529,132	455,312	75,036	30,862,847	23,013	1,629,737	40,023,713
1934.....	6,447,900	⁶ 474,387	522,333	⁶ 72,038	30,243,219	19,648	1,555,376	39,334,901

¹ Represents traffic on "local electric" trains from Flatbush, via Jamaica, to Queens.

² Exclusive of mileage in mixed and special trains (relatively inconsiderable except during the war).

³ From 1915, includes an inconsiderable number of parlor-car miles.

⁴ Includes passenger car miles in electric trains.

⁵ See note 4.

⁶ Includes passenger car miles in dining cars.

TABLE 16. Suburban travel on Long Island and Staten Island
(B) Car and passenger movement data for steam road passenger service on Staten Island, 1908-1934

YEAR ENDED JUNE 30 —	Passenger cars in service	Passenger car miles	Revenue passengers	Passenger mileage	Passenger revenue
1908.....	116	1,864,382	5,649,116	37,566,191	\$444,605 11
1909.....	81	1,925,745	5,237,373	34,274,991	432,387 12
1910.....	93	1,920,161	6,014,928	38,645,316	472,666 93
1911.....	93	1,955,299	6,218,316	39,621,324	487,406 85
1912.....	91	1,953,735	6,461,635	40,451,217	501,455 33
1913.....	91	2,053,547	6,636,336	42,058,441	527,029 22
1914.....	91	2,107,603	6,979,126	45,905,011	546,563 86
1915.....	91	2,124,509	6,943,302	46,476,514	553,205 78
1916.....	91	2,212,421	7,563,066	53,717,724	591,666 14
1917.....	91	2,257,992	8,378,779	61,584,025	660,987 73
YEAR ENDED DECEMBER 31—					
1918.....	91	2,052,079	9,269,902	49,593,976	821,574 49
1919.....	91	2,257,583	10,204,511	54,594,133	939,465 60
1920.....	91	2,588,575	13,011,958	69,614,069	1,169,248 45
1921.....	106	2,672,302	11,181,785	59,822,550	1,228,535 60
1922.....	118	2,548,962	10,686,439	57,172,448	1,210,702 15
1923.....	141	2,587,045	11,130,382	59,547,544	1,252,700 90
1924.....	99	2,770,936	11,828,314	63,281,479	1,322,190 57
1925.....	114	2,821,832	12,443,909	66,574,913	1,416,138 69
1926.....	100	2,683,310	13,000,311	69,551,664	1,480,068 75
1927.....	100	2,701,215	13,384,913	71,609,285	1,515,978 76
1928.....	100	2,844,046	13,569,064	72,594,439	1,507,345 66
1929.....	95	2,994,898	14,783,080	79,088,478	1,602,112 52
1930.....	95	2,963,059	14,318,178	76,600,252	1,534,074 00
1931.....	95	2,844,020	12,969,636	69,451,131	1,383,093 91
1932.....	95	2,583,658	10,892,762	58,276,277	1,149,055 42
1933.....	95	2,451,716	9,710,103	51,939,041	1,014,247 05
1934.....	95	2,497,429	9,129,112	48,840,749	962,994 68

PER CENT INCREASE OR (D) DECREASE

1908-1909.....	D 30 17	3 29	D 7 29	D 8 76	D 2 75
1909-1910.....	14 81	D 0 29	14 85	12 75	9 31
1910-1911.....		1 83	3 38	2 53	3 13
1911-1912.....	D 2 15	D 0 08	3 91	2 09	2 88
1912-1913.....		5 11	2 70	3 97	5 10
1913-1914.....		2 63	5 17	9 15	3 71
1914-1915.....		0 80	D 0 51	1 24	1 22
1915-1916.....		4 14	8 93	15 58	6 95
1916-1917.....		2 06	10 79	14 64	11 79
1917-1918 ¹		D 9 12	10 64	D 19 47	24 20
1918-1919.....		10 01	10 08	10 08	14 35
1919-1920.....		14 66	27 51	27 51	24 46
1920-1921.....	16 48	3 23	D 14 07	D 14 07	5 07
1921-1922.....	11 32	D 4 62	D 4 43	D 4 43	D 1 45
1922-1923.....	19 49	1 49	4 15	4 15	3 47
1923-1924.....	D 29 79	7 11	6 27	6 27	5 55
1924-1925.....	15 15	1 84	5 20	5 20	7 11
1925-1926.....	D 12 28	D 4 91	4 47	4 47	4 51
1926-1927.....		0 67	2 96	2 96	2 42
1927-1928.....		5 29	1 38	1 38	D 0 67
1928-1929.....	D 5 00	5 30	8 95	8 95	6 29
1929-1930.....		D 1 06	D 3 15	D 3 15	D 4 25
1930-1931.....		D 4 02	D 9 21	D 9 33	D 9 84
1931-1932.....		D 9 15	D 16 21	D 16 09	D 16 92
1932-1933.....		D 5 11	D 10 86	D 10 87	D 11 73
1933-1934.....		1 86	D 5 98	D 5 97	D 5 05

¹ Includes chartered car miles, an inconsiderable item.² Calendar year 1918 compared with fiscal year ended June 30, 1917.

TABLE 17. NEW YORK CITY FERRY PASSENGER TRAFFIC, 1908-1934

Figures were substantially all obtained from the United States Steamboat Inspection Service, to which the companies report, and embrace all passenger ferries, except traffic of certain ferries plying from Staten Island to New Jersey (see general note below), and from Brooklyn to the Rockaway peninsula, and the Twin City Ferry (see note 12). Also omitted are several city-owned or government-owned ferries plying to small islands in the harbor, since no fare is charged, and no record of passengers kept. For ferry data prior to 1908, and for the numerous ferries discontinued prior to 1916, see "Retrospect of New York Harbor Ferry Traffic" in Public Service Commission's Annual Report for 1916, v. II, p. 33f.

BETWEEN MANHATTAN AND NEW JERSEY

YEAR ENDED JUNE 30	Hoboken Ferry Co. (Lackawanna R. R.) ²	Pavonia Ferry Co. (Erie R. R.) ³	Pennsylvania R. R. ferries ⁴	Central R. R. of New Jersey ⁵	West Shore ferries ⁶ (N. Y. Central R. R.)	Riverside & Fort Lee Ferry Co. (W. 125th) ⁷	New York & Englewood Ferry Corp. ⁸	Total	Manhattan & Richmond (municipal ferry)	Brooklyn & Richmond Ferry Co.	St. George- 39th St., Brooklyn (municipal ferry)
1908 ¹	41,500,000	18,882,724	34,945,175	14,618,406	8,823,495	3,531,720	.....	122,301,520	10,894,323	.....	.....
1909.....	39,000,000	18,435,455	33,335,522	13,527,179	9,068,662	3,955,726	.....	117,342,544	10,459,418	.....	.....
1910.....	37,900,000	10,691,632	24,482,566	14,400,427	10,110,149	4,571,314	.....	102,156,088	11,281,327	.....	.....
1911.....	36,430,000	9,208,671	17,965,857	14,259,920	10,652,792	4,625,124	.....	93,192,364	11,917,810	.....	.....
1912.....	36,480,000	9,659,582	12,354,779	14,324,101	11,753,424	4,855,436	.....	89,427,322	12,296,571	.....	.....
1913.....	37,700,000	10,229,871	9,651,029	15,143,894	13,168,507	5,108,584	.....	91,001,825	12,784,886	.....	.....
1914.....	37,340,000	10,853,610	8,730,985	14,794,610	13,887,553	5,109,360	.....	90,806,118	13,482,889	.....	.....
1915.....	36,570,000	9,609,993	8,185,894	14,290,756	13,551,256	5,590,434	.....	87,826,528	14,107,856	1194,051	.....
1916.....	36,290,000	9,556,915	7,463,379	15,152,233	14,618,569	6,242,247	.....	89,624,718	15,364,339	N. R.	.....
1917.....	36,154,320	9,322,333	6,981,139	15,709,130	15,414,466	6,898,527	301,375	90,731,267	16,435,704	N. R.	.....
1918.....	37,360,000	8,417,766	5,790,192	16,051,448	17,519,123	8,215,540	298,556	93,632,622	18,592,412	383,482	.....
1919.....	37,439,023	8,360,558	5,182,386	15,030,349	16,824,967	9,032,377	535,998	92,425,638	18,396,456	972,122	.....
1920.....	40,637,649	9,612,235	5,984,537	17,376,911	18,695,797	9,224,340	670,871	102,252,340	19,471,534	1,052,671	.....
1921.....	40,473,788	11,254,540	5,832,437	16,919,725	20,469,397	9,686,049	826,200	105,402,136	22,384,431	1,097,906	.....
1922.....	38,138,396	12,696,024	4,552,877	16,064,806	20,712,315	9,289,185	941,735	102,445,338	21,690,433	946,945	.....
1923.....	37,008,489	10,750,537	3,941,446	16,236,648	21,026,030	9,698,950	908,554	99,570,654	21,421,148	1,002,681	.....
1924.....	37,008,489	10,982,162	3,695,023	16,512,454	23,107,158	9,198,043	883,594	101,387,923	24,257,108	1,155,449	339,635
1925.....	36,134,538	11,498,563	3,542,740	16,524,673	24,176,900	9,533,999	787,875	102,199,317	24,578,680	1,025,556	785,525
1926.....	35,067,111	12,665,931	3,907,445	16,431,105	25,082,208	9,100,916	733,816	103,038,532	25,548,908	1,132,009	892,302
1927.....	34,824,494	13,861,433	3,448,105	17,021,121	26,351,371	9,091,462	749,889	105,567,875	26,022,426	1,204,823	1,006,713
1928.....	33,596,688	14,305,907	2,483,550	17,393,704	27,281,127	9,364,770	780,985	105,806,731	26,293,194	1,280,741	1,092,014
1929.....	32,788,566	16,335,964	1,743,601	17,625,664	26,828,088	9,271,908	842,942	105,436,733	27,129,632	1,428,591	1,332,866
1930.....	32,217,564	16,347,860	1,402,704	18,131,202	28,980,501	8,795,927	918,577	106,704,335	27,033,263	1,850,941	1,358,874
1931.....	30,376,543	15,423,480	1,393,271	16,812,733	25,400,332	8,005,245	975,027	98,387,231	26,379,021	1,430,319	1,433,580
1932.....	27,906,233	13,986,103	756,658	15,337,456	23,321,009	6,244,340	759,699	88,311,558	24,540,148	1,357,249	1,290,488
1933.....	24,372,380	13,474,460	583,588	13,400,176	20,833,590	4,480,031	595,906	77,740,131	22,166,834	1,231,943	1,061,124
1934.....	24,249,060	13,334,125	556,990	13,258,769	20,024,737	4,195,616	468,181	76,687,486	21,573,013	1,178,469	974,900

BETWEEN MANHATTAN OR BRONX AND QUEENS 12

YEAR ENDED JUNE 30	BETWEEN MANHATTAN AND BROOKLYN			BETWEEN MANHATTAN OR BRONX AND QUEENS 12			ANNUAL INCREASE OR (D) DECREASE	
	Municipal ferry (Hamilton Ave.) ⁹	Municipal ferry (23d St., Mao. to Greenpoint Ave., Brooklyn) ¹⁰	Municipal ferry (Grand St., to Broadway, Brooklyn) ¹¹	Long Island R. R. ferries	Municipal ferry- Astoria line (E. 92d St.) ¹⁶	Municipal ferry (Classon Pt. to College Pt., L. I.) ¹⁵	Number	Percent
1908 ¹	24,942,347	13,756,772	811,289	20,246,195	5,869,185	725,298	201,933,970	
1909.....	16,320,706	9,217,463	1,299,000	17,952,868	6,263,000	623,241	180,761,599	D 10 24
1910.....	14,134,089	7,158,222	1,825,000	14,425,975	4,687,200	632,986	157,803,008	D 22,958,531
1911.....	12,723,707	7,537,239	1,784,000	11,536,798	23,581,744	8,941,204	141,916,990	D 15,886,078
1912.....	9,356,528	8,331,348	1,385,000	1,524,717	20,597,593	6,256,223	132,417,918	D 9,499,072
1913.....	7,716,972	6,950,038	1,830,000	1,609,265	18,106,275	5,038,511	130,607,062	D 1,810,856
1914.....	7,130,275	6,703,541	1,830,000	1,946,327	17,610,143	4,109,584	129,478,059	D 1,129,003
1915.....	6,489,649	7,254,058	1,449,286	1,892,410	17,085,403	3,544,326	125,885,410	D 3,492,649
1916.....	6,679,953	6,346,472	1,143,954	1,365,219	15,535,598	2,785,712	125,889,513	D 95,897
1917.....	6,697,066	4,930,225	1,105,656	1,226,816	13,959,763	2,005,576	126,247,451	357,938
1918.....	6,536,159	4,929,948	853,894	1,118,380	13,438,381	1,659,539	129,517,787	3,270,336
1919.....	6,399,749	3,619,629	(1)	949,232	10,908,610	1,550,288	124,333,015	D 5,184,772
1920.....	7,422,583	3,034,212	(1)	1,004,725	11,461,530	1,321,328	135,559,403	11,226,388
1921.....	7,151,205	3,157,201	(1)	1,332,692	11,641,098	1,234,168	143,132,793	7,573,390
1922.....	4,501,427	2,761,426	340,898	616,012	8,219,763	943,113	136,232,262	D 6,900,531
1923.....	6,270,523	2,661,070	344,689	488,684	9,764,966	842,923	134,595,625	D 1,636,637
1924.....	4,367,097	2,582,438	294,842	459,315	7,703,692	741,084	137,218,468	2,622,843
1925.....	3,806,047	1,868,191	184,584	484,857	6,343,679	1,215,502	137,268,434	49,966
1926.....	3,411,837	1,519,298	133,346	466,743	5,531,224	1,124,193	138,000,467	32,033
1927.....	3,240,522	1,388,205	118,511	489,446	4,526,684	1,247,064	141,284,121	3,283,654
1928.....	2,718,612	1,197,954	104,288	488,961	4,509,215	1,500,010	141,733,408	449,287
1929.....	2,427,541	1,056,742	89,036	480,189	4,053,508	1,569,223	142,481,874	748,466
1930.....	2,207,775	971,124	81,434	485,799	3,746,132	1,523,705	144,842,312	2,360,438
1931.....	1,788,010	838,463	104,394	350,208	3,031,075	1,407,403	134,306,532	D 10,535,780
1932.....	1,311,205	511,563	.....	294,758	2,117,526	1,168,193	120,987,955	D 13,318,577
1933.....	*782,263	194,209	.....	218,008	1,194,480	856,579	106,260,590	D 14,727,365
1934.....	604,155	.....	.....	157,212	761,367	740,970	103,679,905	D 2,580,685

For footnotes see next page.

NOTE.—In addition to the above, passengers were carried on the ferries plying between Staten Island and New Jersey for the year ended June 30, 1934, as follows: Perth Amboy—Tottenville Ferry, 769,537; Port Richmond & Bergen Point Ferry Co., 557,386; New Jersey & Staten Island, 594,866. The Rockaway Inlet (Municipal) Ferry plying between Flatbush Ave., Brooklyn and 169th St., Rockaway, which commenced operation October 24, 1925, carried 684,851 passengers in 1934, and the Rockaway Transportation Corp. carried 627,753 passengers between Sheepshead Bay and Rockaway Point.

¹ With the exception of the Municipal ferry figures, the first six months of fiscal year 1908 are estimated by dividing the known figures for calendar year 1907 in the same proportion as held for the two six-months periods of calendar year 1908.

² Close estimates, based on the sale of local-ferry and N. Y. railroad tickets, operating conditions not permitting an exact record. Apparently the estimated element is an allowance alone for commuters not using their full train privileges. In all years of table at least three lines were operated.

³ The figures for 1908 and 1909 are close estimates. Two lines operated in all years of table.

⁴ At present only the Cortlandt Street line. The Desbrosses Street line was discontinued January 31, 1930. Prior to 1911 four lines were operated.

⁵ At least two lines operated in all years of table.

⁶ Prior to Oct. 29, 1932, the Dyckman St. & Englewood Ferry Co.

⁷ May have been in operation before 1915, but no data are available.

⁸ Commenced operation June 14, 1924.

⁹ From Whitehall St., Man. to Hamilton Ave., Bklyn., and until January 28, 1933, from Whitehall St. to Atlantic Ave. and until January 19, 1924, from Fulton St., Manhattan, to Fulton St., Brooklyn. Formerly the Union Ferry

Co., which ceased operation on December 16, 1922, the lines being then taken over by the municipality.

¹⁰ Originally the New York & Brooklyn Ferries, later the Brooklyn & Manhattan Ferry Co. These lines formerly operated nearly all the large fleet of ferry boats on the East River north of Fulton ferry and south of Long Island's 34th St. ferry. Later only two lines were operated. On June 1, 1918, the line from Roosevelt St. to Broadway, Brooklyn, was discontinued; on February 11, 1933, the line from 23d St., Manhattan to Greenpoint Ave., Brooklyn was discontinued.

¹¹ Beginning operation as a municipal ferry between Grand St., Manhattan, and Broadway, Brooklyn, October 1, 1921; formerly Nassau Ferry from 23d St., Manhattan, to Broadway, Brooklyn, and Grand St., Manhattan, to Grand St., Brooklyn, operation of which was discontinued in 1919.

¹² The traffic of Twin City Ferry Co., which for several years operated in summer from Clason Point to College Point, is not included. The reported number of passengers on this ferry was 35,777 in 1915; 21,449 in 1916; and 11,968 in 1917; see also note 14.

¹³ Operation discontinued March 3, 1925.

¹⁴ Formerly the N. Y. & E. R.; although not closing down until December 28, 1918, did not report the passengers carried after June 30, 1918. This ferry was restored by the municipality September 27, 1920.

¹⁵ Operation of a municipal ferry from Clason Point to College Point was begun August 6, 1921; figures to November 9, 1918, when operation ceased, are for the N. Y. & College Pt. Ferry Co., which operated from E. 99th St., and E. 134th St. to College Point, and through 1914, in summer to North Beach. See also note 12 above.

¹⁶ Operation discontinued May 1, 1931.

CHAPTER II

STREET RAILWAY COMPANIES

YEAR ENDED JUNE 30, 1934

TABLES:

I	Track mileage
II A-B	Rolling stock
III A-C	Electric power
IV	Traffic statistics: Car movement
V	Traffic statistics: Passenger movement
VI A-E	Traffic statistics: By months
VII	Traffic statistics: By routes
VIII A-D	Operating ratios
IX	Casualties
X A-B	Claims
XI A-D	Employees and wages
XII	Operating revenues
XIII A-B	Operating expenses
XIV A-C	Taxes
XV A-B	Income (and surplus) statements
XVI A-C	Balance sheets
XVII A-B	Fixed capital
XVIII	Miscellaneous investments
XIX	Accrued amortization of capital
XX A-F	Capitalization

ABSTRACTS:

(List of companies appears in the index at end of volume.)

TABLE I. TRACK MILEAGE

OPERATING AND LESSOR STREET RAILWAYS (Lessors indented)	MILES OF ROAD OR FIRST TRACK			MILES OF MAIN TRACK OTHER THAN FIRST		
	On streets or other public ways	On private right of way	Total	Second track	Third to eighth tracks	Total
RAPID TRANSIT						
Interborough Rapid Transit:						
City of New York:						
Contracts Nos. 1 and 2 {	Underground.....	19.560	19.560	18.930	16.940	55.430
	Elevated.....	6.160	6.160	6.160	5.240	17.560
Contract No. 3:						
Queensboro subway.....		11.430	0.450	11.880	8.130	31.890
Trunk {	Underground.....	2.230	0.340	2.570		5.140
	Elevated.....	0.820	0.110	0.930	0.480	2.340
Astoria branch, elevated.....		2.330		2.330	2.020	6.680
Flushing branch {	Underground.....	0.290		0.290	0.290	0.870
	Elevated.....	5.760		5.760	5.340	16.860
Lexington Avenue line {	Underground.....	6.050	0.530	6.580	5.980	23.790
	Elevated.....	5.000	0.010	5.010	5.010	15.400
Seventh Avenue line, underground.....		6.420	0.080	6.500	6.560	19.520
Pelham Park line {	Underground.....	3.050	0.050	3.100	2.870	9.070
	Elevated.....	4.050		4.050	3.940	12.040
White Plains Road line, elevated.....		4.160	0.720	4.880	5.360	15.120
Eastern Parkway line.....		8.380		8.380	6.750	23.510
Main line {	Underground.....	3.280		3.280	6.720	13.280
	Elevated.....	2.400		2.400	0.030	4.830
Nostrand Ave. line, underground.....		2.700		2.700		5.400
Total, Subway division.....		74.260	1.840	76.100	72.400	223.330
Underground.....		43.580	1.000	44.580	43.310	132.590
Elevated.....		30.680	0.840	31.520	31.520	90.830
Manhattan Railway and extensions ¹		37.860	1.870	39.730	35.260	114.720
City of New York, Queensboro Bridge.....		1.350		1.350		2.700
Total, Elevated division.....		39.210	1.870	41.080	35.260	117.420
Total, I. R. T. operation.....		113.470	3.710	117.180	107.660	340.750
New York Rapid Transit (B.-M. T.).....		33.711	18.868	52.579	52.399	143.483
Brooklyn & Queens Transit ²			1.508	1.508	0.170	3.186
City of New York:						
Brooklyn Bridge.....		1.680		1.656		3.336
Contract No. 4.....		44.220	0.788	45.008	44.983	123.079
Williamsburg Bridge.....		1.635		1.635		3.270
Centre Street Loop.....		1.125		1.125	1.735	3.985
Brighton Beach line ³		4.159		4.159	0.307	8.625
4th Ave. (Bklyn.) New Utrecht Ave. and Culver lines.....		18.060	0.788	18.848	21.054	58.750
Manhattan Bridge ⁴		2.524		2.524		5.048
B'way (Man.) and Canal Street ⁵		8.777		8.777	9.518	27.047
14th Street — Canarsie Line.....		7.940		7.940	0.474	16.354
Total, New York Rapid Transit operation ⁶		79.611	21.164	100.775	71.763	273.084
City of New York — Independent System Operation.....		31.260	2.756	34.016	44.864	112.444
Total, Rapid Transit.....		224.341	27.630	251.971	250.020	726.278
City-owned {	Bridge track.....	7.189		7.189		14.354
	All track (excl. bridge).....	145.581	5.384	150.965	149.218	450.535
Company-owned.....		71.571	22.246	93.817	73.637	261.989

NOTE.— These figures include both owned and leased road and track. "Owned" track means track in possession of the respondent without right of reversion in another street railway, and includes track held under franchise with right of reversion in the City. "Leased" track, for the purposes of this table, means track in full possession and use (or maintained and used subject to the grant of trackage rights to other companies) by an operating company other than the owner regardless of the nature or terms of the right of possession.

¹ For changes during the year, see note 6, page 201.

² Only running track constructed and put into operation or running track removed or abandoned is entered in these columns. For changes in road and running track due to remeasurement and correction, and actual changes in carhouses and shops (except as noted by*) see note 6, page 201.

OWNED, JUNE 30, 1934

MILES OF RUNNING TRACK		Miles of track in car-houses, shops, etc. ¹	Total miles of all track	MILES ADDED OR REMOVED DURING YEAR		MILES OF TRACK CLASSED ACCORDING TO MODE OF OPERATION			
Other than main (sidings and turnouts)	Total			New road ²	New track ²	Overhead contact	Third rail contact	Underground contact	Storage battery
2.210	57.640	5.220	62.860				62.860		
0.820	18.380	3.910	22.290				22.290		
2.180	34.070	3.170	37.240				37.240		
0.250	5.390		5.390				5.390		
0.160	2.500		2.500				2.500		
0.190	6.870		6.870				6.870		
0.140	1.010		1.010				1.010		
1.440	18.300	3.170	21.470				21.470		
0.890	24.680		24.680				24.680		
0.460	15.860	4.120	19.980				19.980		
0.950	20.470	3.650	24.120				24.120		
0.250	9.320		9.320				9.320		
0.380	12.420	3.100	15.520				15.520		
0.700	15.820	3.330	19.150				19.150		
1.120	24.630	3.820	28.450				28.450		
0.870	14.150		14.150				14.150		
0.120	4.950	3.820	8.770				8.770		
0.130	5.530		5.530				5.530		
9.960	233.290	30.320	263.610				263.610		
5.690	138.190	8.870	147.060				147.060		
4.270	93.100	21.450	116.550				116.550		
5.000	119.720	15.370	135.090				135.090		
0.030	2.730		2.730				2.730		
6.030	122.450	15.370	137.820				137.820		
14.990	355.740	45.690	401.430				401.430		
3.477	146.960	18.423	165.383			4.364	161.019		
	3.186		3.186				3.186		
	3.336		3.336				3.336		
	123.079	13.909	136.988	(²)	(²)		136.988		
	3.270		3.270				3.270		
	3.985		3.985				3.985		
	8.625		8.625	(²)	(²)		8.625		
	58.750	13.909	72.659				72.659		
	5.048		5.048				5.048		
	27.047		27.047				27.047		
	16.354		16.354				16.354		
3.477	276.561	32.332	308.893	(²)	(²)	4.364	304.529		
7.892	120.336	21.732	142.068	18.699	261.813		142.068		
26.359	752.637	99.754	852.391	218.699	261.813	4.364	848.027		
0.030	14.384		14.384				14.384		
17.852	468.387	65.961	534.348	218.699	261.813		534.348		
8.477	269.866	33.793	303.659			4.364	299.296		

³ Includes underground, 0.290 miles of first track and 0.290 miles of second track.⁴ Not a lesser company; track here tabulated (Lutheran Cemetery Line, from the Borough line to Metropolitan Avenue) is leased from Brooklyn & Queens Transit and used exclusively by the respondent.⁵ From Prospect Park Station to Whitehall Street via Montague Street Tunnel.⁶ Includes both pairs of rapid transit tracks.⁷ Includes Brooklyn track from Gold Street to Manhattan Bridge, and Queens track from center line of 60th Street tunnel to Queens Plaza.⁸ In addition the New York Rapid Transit operates the Flushing and Astoria Lines jointly with the Interborough Rapid Transit over the latter's tracks as follows: first track, 7.933 miles; running track, 16.684 miles.⁹ Coney Island Yard and Shops; connects with Sea Beach, West End and Culver Lines.

TABLE I. Track mileage owned .

OPERATING AND LESSOR STREET RAILWAYS (Lessors indented)	MILES OF ROAD OR FIRST TRACK			MILES OF MAIN TRACK		
	On streets or other public ways	On private right of way	Total	OTHER THAN FIRST		Total
				Second track	Third to eighth tracks	
MANHATTAN SURFACE						
Third Avenue Ry. System Cos. in Man.:						
Third Avenue	15.790		15.790	15.690		31.480
Kingsbridge Railway	3.590		3.590	3.384		6.974
Total, Third Avenue	19.380		19.380	19.074		38.454
42d St., Manh. & St. N. Ave.	6.663		6.663	6.535		13.198
Third Ave. Ry. Sys. Cos. in Man.....	26.043		26.043	25.609		51.652
Other Manhattan Companies:						
New York Railways	25.621		25.621	24.035		49.656
City of New York:						
86th Street Transverse	0.653		0.653	0.652		1.305
Other track ¹	0.685		0.685	0.602		1.287
Bleecker St. & Fulton Ferry	1.527		1.527	1.162		2.689
Broadway & Seventh Avenue	4.869		4.869	4.732		9.601
Christopher & Tenth Street	2.989		2.989	1.017		4.006
42d Street & Grand Street Ferry	2.721		2.721	2.531		5.252
Sixth Avenue	4.909		4.909	4.656		9.565
34th Street Crosstown	0.791		0.791	0.624		1.415
23d Street	1.899		1.899	1.947		3.846
Total, New York Railways	46.664		46.664	41.958		88.622
Eighth & Ninth Avenues, Recr	19.950		19.950	15.644		35.594
Other Manhattan Companies	66.614		66.614	57.602		124.216
Total	92.657		92.657	83.211		175.868
BRONX SURFACE						
Third Avenue Ry. System Cos. in Bronx:						
New York City Interborough	16.637		16.637	16.497		33.134
Southern Boulevard	4.471		4.471	4.448		8.919
Union	39.208		39.208	38.317		77.525
Bronx Traction	12.593		12.593	12.571		25.164
Total, Union ⁴	51.801		51.801	50.888		102.689
Westchester Electric	12.892	0.638	13.530	7.131		20.661
Total	85.801	0.638	86.439	78.964		165.403

¹ For changes during year, see note 6 on following double page.² Only running track constructed and put into operation or running track removed or abandoned is entered in these columns; see also note 6 on following double page.

June 30, 1934 — Continued

MILES OF RUNNING TRACK		Miles of track in car-houses, shops, etc. ¹	Total miles of all track	MILES ADDED OR REMOVED DURING YEAR		MILES OF TRACK CLASSIFIED ACCORDING TO MODE OF OPERATION			
Other than main (sidings and turnouts)	Total			New road ²	New track ²	Overhead contact	Third rail contact	Under-ground contact	Storage battery
0.741	32.221	6.660	38.881	D 0.075	² D 0.075			38.863	0.018
0.135	7.109	2.787	9.896			1.930		7.966	
0.876	39.530	9.447	48.777	D 0.076	² D 0.076	1.930		46.829	0.018
0.110	13.308		13.308					13.308	
0.986	62.638	9.447	62.085	D 0.076	D 0.076	1.930		60.137	0.018
0.473	50.129	6.374	56.503	D 0.146	D 0.306			54.670	1.833
	1.305		1.305					1.305	
	1.287		1.287	(²)	(²)			1.287	
0.049	2.738		2.738	D 0.002	D 0.002			2.738	
0.094	9.695		9.695					9.695	
0.025	4.031		4.031					3.948	0.083
0.058	5.310	0.245	5.555					5.555	
0.063	9.628		9.628					9.628	
0.013	1.428		1.428					1.428	
0.025	3.871	0.311	4.182					4.182	
0.800	89.422	6.930	96.352	² D 0.148	² D 0.308			94.436	1.916
0.342	35.936	1.074	37.010	(²)	(²)			37.010	
1.142	125.558	8.004	133.362	² D 0.148	² D 0.308			131.446	1.916
2.128	177.996	17.451	195.447	² D 0.223	² D 0.383	1.930		191.583	1.934
0.216	33.350		33.350	D 0.012	D 0.024	31.697		1.653	
0.085	9.004		9.004			9.004			
1.140	78.665	1.783	80.448	(²)	(²)	80.448			
0.244	25.408		25.408			25.408			
1.384	104.075	1.783	105.856	(²)	(²)	105.856			
0.311	20.972	1.344	22.316		² 0.017	22.316			
1.996	167.399	3.127	170.526	² D 0.012	² D 0.007	168.873		1.653	

¹ Represents track formerly owned by the Second Avenue R. R. and operated by New York Railways under trackage rights.

² For bridge track used by respondent, see "City-Owned Bridge Track" and note 5 on following double page.

TABLE I. Track mileage owned

OPERATING AND LESSOR STREET RAILWAYS (Lessors indented)	MILES OF ROAD OR FIRST TRACK			MILES OF MAIN TRACK		Total
	On streets or other public ways	On private right of way	Total	OTHER THAN FIRST		
				Second track	Third to eighth tracks	
BROOKLYN SURFACE						
Brooklyn & Queens Transit ¹	204.817	14.907	219.724	210.489	0.208	430.421
South Brooklyn.....	0.368	8.914	9.282	8.463		17.745
Bush Terminal.....	1.031		1.031	1.031		2.062
Total.....	206.216	23.821	230.037	219.983	0.208	450.228
QUEENS SURFACE						
New York & Queens Transit.....	13.570	3.650	17.220	15.860		33.080
Steinway Railways Receivers ²	13.258	0.076	13.334	13.046		26.380
Jamaica Central (to November 25, 1933).....						
Manhattan & Queens ³	9.810		9.810	9.600		19.410
Total.....	36.638	3.726	40.364	38.506		78.870
RICHMOND SURFACE						
Richmond Railways (to January 26, 1934).....						
Southfield Beach (to September 10, 1933).....						
Total.....						
CITY-OWNED BRIDGE TRACK ⁴						
Queensboro Bridge ⁵	1.620		1.620	1.620		3.240
Williamsburg Bridge ⁵	1.771		1.771	1.771		3.542
Brooklyn Bridge ⁵	1.663		1.663	1.610		3.273
Madison Avenue Bridge ⁵	0.269		0.269	0.269		0.538
Total ⁴	5.323		5.323	5.270		10.593
Total, street surface roads.....	426.635	28.185	454.820	425.934	0.208	880.962
Grand total.....	650.976	55.815	706.791	675.954	224.495	1,607.240

¹ For changes during year, see note 6.² Only running track constructed and put into operation or running track removed or abandoned is entered in these columns; see also note 6.³ For bridge track used by respondent see "City-owned Bridge Track" below and also note 5.⁴ For City-owned bridge track used by rapid transit lines, see first double page of this table.⁵ City-owned track on East River bridges and on the Madison Avenue Bridge was used during the year by the following companies: Queensboro Bridge, by the Steinway Railways and the Manhattan & Queens Traction; Williamsburg Bridge and Brooklyn Bridge, by the Brooklyn & Queens Transit; Madison Avenue Bridge, by the Union Railway.

June 30, 1934 — Concluded

MILES OF RUNNING TRACK		Miles of track in car-houses, shops, etc. ¹	Total miles of all track ²	MILES ADDED OR REMOVED DURING YEAR		MILES OF TRACK CLASSED ACCORDING TO MODE OF OPERATION			
Other than main (sidings and turnouts)	Total			New road ²	New track ²	Overhead contact	Third rail contact	Underground contact	Storage battery
2 803	433.224	38.737	471.961	° 0 056	° 0 056	471.961			
0 588	18 333	7 008	25 341		(°)	25 341			
0 329	2 391		2 391			2 391			
3 720	453.948	45.745	499.693	0 056	0 056	499.693			
0 332	33 412	3 030	36 442			36 442			
0 256	26.636	0.109	26.745			26.745			
0 150	19.560	0 650	20.210	D 12 540	° D 21.400	20 210			
0 738	79.608	3.789	83.397	D 12 540	D 21.400	83.397			
				D 19 340	° D 31 980				
				D 1 570	° D 2 570				
				D 20.910	D 34.550				
	3 240		3 240			3 240			
	3 542		3 542			3 542			
	3 273		3 273			3 273			
	0 538		0 538			0 538			
	10.593		10 593			10 593			
8 582	889 544	70.112	959.656	° D 33.629	° D 56.284	764.486		193 236	1.934
34.941	1,642.181	169.866	1,812.047	° D 14.930	° 5.529	768.850	848.027	193 236	1.934

[°] Increases or decreases in road and running track due to remeasurement and correction, and actual changes in carhouses and shops (except as noted by *) were as follows:

	Road track	Running track	Car houses and shops
New York Rapid Transit.....	D 0.101	D 0.202	
City of New York — Independent System Operation.....			5.020
Third Avenue.....			*D 0.046
New York Railways:			
City of New York — Other track.....	° 0.685	° 1.287	
Eighth & Ninth Avenues, Receiver.....	0.013	0.026	
Union.....	D 0.002	0.015	*0.002
Westchester Electric.....		0.003	D 0.388
Brooklyn & Queens Transit.....	° D 4.277	° D 8.950	*0.337
South Brooklyn.....			D 0.276
Jamaica Central.....			D 0.680
Richmond Railways.....			D 0.990
Southfield Beach.....			D 0.100
Total.....	D 3.682	D 7.821	2.879

⁷ See note 3 on preceding double page.

⁸ Temporary removal.

TABLE II. ROLLING STOCK: (A) Number of

OPERATING STREET RAILWAYS	PASSENGER				
	PROPULSION		FORM OF TITLE		Number
	Electric contact	Trailer	Owued	Leased	
RAPID TRANSIT					
Interborough Rapid Transit.....	3,099	1,339	1,134	3,304	4,438
Subway division.....	1,642	638	1,134	1,146	2,280
Elevated division.....	1,457	701		2,158	2,158
New York Rapid Transit (B.-M. T.).....	1,575	263	767	1,071	1,838
City of New York — Independent System Operation.....	800		800		800
Total.....	5,474	1,602	2,701	4,375	7,076
MANHATTAN SURFACE					
Third Avenue Ry. System Cos. in Manhattan:					
Third Avenue.....	272		272		272
42d St., Manh. & St. N. Ave.....	148		75	73	148
Third Ave. Ry. Sys. Cos. in Man.....	420		347	73	420
Other Manhattan Companies:					
New York Railways.....	713		713		713
Eighth & Ninth Avenues, Recr.....	101		101		101
Other Manhattan Companies.....	814		814		814
Total.....	1,234		1,161	73	1,234
BRONX SURFACE					
Third Avenue Ry. System Cos. in Bronx:					
New York City Interborough.....	89			89	89
Southern Boulevard.....	31			31	31
Union.....	309		75	234	309
Westchester Electric.....	34			34	31
Total.....	463		75	388	463
BROOKLYN SURFACE					
Brooklyn & Queens Transit.....	1,679		1,479	200	1,679
South Brooklyn.....	20		20		20
Bush Terminal.....	1		1		1
Total.....	1,700		1,500	200	1,700
QUEENS SURFACE					
New York & Queens Transit.....	55		55		55
Steinway Railways, Receivers.....	57		17	40	57
Jamaica Central (to November 25, 1933).....					
Manhattan & Queens.....	36		36		36
Total.....	148		108	40	148
RICHMOND SURFACE					
Richmond Railways (to January 26, 1934).....					
Southfield Beach (to September 10, 1933).....					
Total.....					
Total, street surface lines.....	3,545		2,844	701	3,545
Grand total.....	9,019	1,602	5,545	5,076	10,621

NOTE.— Electric locomotives are reported by the following companies but not included above: Non-revenue — New York Rapid Transit, 4; Revenue — South Brooklyn, 3; Bush Terminal, 4. This table also excludes Buses operated on bus lines of street railway companies and available for service at June 30, 1934: Westchester Electric, 16, leased from Third Avenue and 7 owned buses not in Company's possession; Brooklyn & Queens Transit, 17 (owned).

¹ Held under Contract No. 3.

² Consists of 1,688 cars leased from Manhattan Railway and 470 held under Elevated Extensions Certificate.

cars available, June 30, 1934, and changes during the year

CARS HELD				Other revenue cars held	SERVICE CARS HELD			Passenger cars owned but not in pos- session of owner	
TOTAL		Average weight (lbs.)	INCREASE OR (D) DECREASE		Owned	Leased	Total		
SEATING CAPACITY			Number						Seating capacity
Total	Average								
201,632	45	63,861				54	66	120	
100,320	44								
101,312	47								
134,439	73	89,683	D 2	D 100		40		40	
48,000	60	84,282				16		16	
384,071	54	72,877	D 2	D 100		110	66	176	
12,656	47	37,826	58	2,701		34	1	35	571
7,548	51	42,800				1	19	20	
20,204	48	39,679	58	2,701		35	20	55	571
30,944	43	30,378	D 12	D 386		111		111	
3,232	32	29,680	18	576		22		22	
34,176	42	30,291	6	190		133		133	
54,380	44	33,452	64	2,891		168	20	188	571
4,451	50	41,020	D 26	D 1,174			10	10	
1,519	49	39,200					3	3	
14,764	48	37,229	22	1,189		20	26	46	
1,453	43	37,432	1	34			9	9	
22,187	48	38,105	D 3	49		20	48	68	
77,106	46	41,188	D 161	D 8,839		166	37	203	
680	34	40,950	D 5	D 160	48	1		1	
40	40	14,100		8					
77,826	46	51,169	D 166	D 8,991	48	167	37	204	
2,376	43	32,545				12		12	
2,344	41	32,740		90			8	8	
1,904	53	38,880	D 46	D 1,760		6		6	
6,624	45	34,161	D 46	D 1,670		18	8	26	
			D 47	D 1,892					
			D 6	D 251					
			D 53	D 2,143					
161,017	45	37,790	D 204	D 9,864	48	373	113	486	571
545,088	51	61,166	D 206	D 9,964	48	483	179	662	571

³ Consists of 971 cars held under Contract No. 4 with right of reversion in the city, and 100 Additional Equipment for the Existing Railroad (Contract No. 4).

⁴ In addition, Company owns 54 buses all leased to System companies.

⁵ ⁶ Of which reported as held under Operating Agreements: ³ 317; ⁶ 39.

⁷ Consists of 39 freight cars and 9 other revenue cars. In addition the Company leases 18 freight cars and 2 other revenue cars to the Brooklyn & Queens Transit, reported by that Company under service cars.

⁸ Exclusive of parlor car used for office purposes at Woodside Shop.

TABLE II. Rolling stock: (B) Seating capacity and

OPERATING STREET RAILWAYS	NUMBER OF CARS, AVERAGE CAPACITY AND					
	CLOSED			CONVERTIBLE		
	Num- ber	Average capacity	Average weight (lbs.)	Num- ber	Average capacity	Average weight (lbs.)
RAPID TRANSIT						
Interborough Rapid Transit.....	14,436	45	63,882			
Subway division.....	12,280	44	—			
Elevated division.....	12,155	47	—			
New York Rapid Transit (B.-M. T.).....	1,3	75	91,407	202	61	75,717
City of New York — Independent System Operation.....	800	60	84,282			
Total.....	6,871	54	72,811	202	61	75,717
MANHATTAN SURFACE						
Third Avenue Ry. System Cos. in Manhattan:						
Third Avenue.....	117	45	36,946	155	48	38,490
42d St., Manh. & St. N. Ave.....				148	51	42,800
Third Ave. Ry. System Cos. in Man.....	117	45	36,946	303	49	40,595
Other Manhattan Companies:						
New York Railways.....	515	38	30,567	24	40	33,900
Eighth & Ninth Avenues, Recr.....	101	32	29,680			
Other Manhattan Companies.....	616	37	30,422	24	40	33,900
Total.....	733	38	31,463	327	49	40,104
BRONX SURFACE						
Third Avenue Ry. System Cos. in Bronx:						
New York City Interborough.....	44	49	39,200	45	51	42,800
Southern Boulevard.....	31	49	39,200			
Union.....	85	51	37,429	199	47	37,017
Westchester Electric.....	34	43	37,432			
Total.....	194	49	38,114	244	47	38,084
BROOKLYN SURFACE						
Brooklyn & Queens Transit.....	1,347	45	38,439	332	48	52,339
South Brooklyn.....	20	34	40,950			
Bush Terminal.....	1	40	14,100			
Total.....	1,368	45	38,458	332	48	52,339
QUEENS SURFACE						
New York & Queens Transit.....	40	42	29,154			
Steinway Railways, Receivers.....	42	38	29,147	15	51	42,800
Manhattan & Queens.....	36	53	38,880			
Total.....	118	44	32,119	15	51	42,800
Total, street surface lines.....	2,413	43	35,995	918	48	44,036
Grand total.....	9,284	51	63,242	1,120	50	49,750

¹ Includes trailer cars as follows: Interborough Rapid Transit — Subway division, 638 closed; Elevated division, 698 closed and 3 open; New York Rapid Transit, 263.

² Seating capacity, 80.

average weight of passenger cars, June 30, 1934

AVERAGE WEIGHT				NUMBER OF CARS SEATING									
SEMI- CONVERTIBLE		OPEN		Total	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	Over 69
Num- ber	Average capacity	Num- ber	Average capacity										
		13	80	4,438			2,872	1,563					23
				2,280			2,280						23
		13	80	2,158			592	1,563					23
				1,838			27	168	340	4	228		1,071
				800							800		
		3	80	7,076			2,899	1,731	340	4	1,028		1,074
				272	4		138	4	126				
				148					148				
				420	4		138	4	274				
		174	60	713		264	275				174		
				101	101								
		174	60	814	101	264	275				174		
		174	60	1,234	105	264	413	4	274		174		
				89				44	45				
				31				31					
25	45			309	50		1	74	183	1			
				34	1		33						
25	45			463	51		34	149	228	1			
				1,679	381	70	56	340	701	131			
				20	20								
				1			1						
				1,700	401	70	57	340	701	131			
15	47			55	6		30	19					
				57	25	7			25				
				36			4		32				
15	47			148	31	7	34	19	57				
40	46	174	60	3,545	588	341	538	512	1,260	132	174		
40	46	177	60	10,621	588	341	3,437	2,243	1,600	136	1,202		1,074

* Includes 121 Triplex cars, average seating capacity, 160.

† Consists of 950 cars with seating capacity of 75-84 and 121 Triplex cars with an average seating capacity of 160.

TABLE III. ELECTRIC POWER, 1934: (A) Electric energy produced and fuel consumed by generating stations of street railway companies

OPERATING STREET RAILWAYS AND STATIONS	Capacity (kw.) at close of year	Maximum peak load (kw.) dur- ing year	KW. HOURS GENERATED DURING YEAR		COAL USED FOR GENERATION			COST OF COAL	
			Alternating current	Direct current	TONS OF COAL (2,000 POUNDS)		Pounds per kw. hour gene- rated ¹	Aggregate	AVERAGE PER Ton
					Anthra- cite	Bitumi- nous			
INTERBOROUGH RAPID TRANSIT Subway Div. (59th St. and Eleventh Ave.) Manhattan Ry. (74th St. and East River)	195,000 180,000	154,400 147,600	565,376,400 610,879,200	970,330 3,175,870		\$ 432,386 461,370	1.53 1.50	\$1,745,027.48 1,884,754.55	\$4.04 4.09
Total.....	375,000	—	1,176,255,600	4,146,200		\$ 893,756	1.51	\$3,629,782.03	\$4.06
BROOKLYN-MANHATTAN TRANSIT SYSTEM ² Central (Third Ave. and 2nd St.) Williamsburgh (Kent Ave. and Rush St.)	21,600 182,500	4,800 159,900	2,852,000 627,769,200	3,223,100	13,678	2,698 480,505	5.39 1.53	\$54,872.28 1,913,122.85	\$3.35 3.98
Total.....	204,100	—	630,621,200	3,223,100	13,678	483,203	1.57	\$1,967,995.13	\$3.96
Grand total.....	579,100	—	1,806,876,800	7,369,300	13,678	\$ 1,376,959	1.53	\$5,597,777.16	\$4.03

¹ Computed on basis of gross output from generating stations.² The Brooklyn & Queens Transit, New York Rapid Transit and South Brooklyn obtain power under contract from the Williamsburgh Power Plant Corporation.³ Includes 13,664 tons of coke.

TABLE III. Electric power, 1934: (B) Source and disposition of A. C. power (kw. hrs.)

OPERATING STREET RAILWAYS	A. C. generated by own machines	A. C. purchased by the kw. hr.	Total A. C. available	Used at generating and sub-stations and for lighting, etc.	Sold by the kw. hr. as A. C.	Available for transmission to and conversion at own sub-stations	LOSSES IN TRANSMISSION AND CONVERSION	
							Quantity ¹	Per cent
PRODUCING COMPANIES								
Interborough Rapid Transit — Subway division..	565,376,400	439,937,636	1,005,314,036	235,656,368	26,232,735	943,424,933	72,750,973	7.71
Interborough Rapid Transit — Elevated division.	610,879,200	9,057,496	619,936,696	29,414,335	483,995,314	126,527,047	9,037,008	7.14
Interborough Rapid Transit Company.	1,176,255,600	4,775,055	1,181,030,655	245,070,703	66,007,972	1,069,951,980	81,787,981	7.64
Brooklyn-Manhattan Transit System ²	630,621,200	48,333,243	638,954,443	27,136,625	.....	611,817,818	55,787,550	9.12
PURCHASING COMPANIES								
RAPID TRANSIT								
City of New York — Independent System Operation.....	.....	197,089,313	197,089,313	34,620,213	.....	162,469,100	11,582,934	7.13
MANHATTAN SURFACE								
Third Avenue Ry. System Cos. in Man.:	.....	19,822,644	19,822,644	.....	.....	19,822,644	1,972,705	9.95
Third Avenue.....	.....	13,107,740	13,107,740	.....	.....	13,107,740	1,298,108	9.90
42d St., Man. & St. N. Ave.	.....	46,541,660	46,541,660	.....	91,410	46,450,250	4,681,367	10.08
New York Railways.....	.....	.....	.....	.....	.....	.....	.....	.....
BRONX SURFACE								
Third Avenue Railway System Cos. in Bronx:	.....	13,011,499	13,011,499	.....	.....	13,011,499	1,040,919	8.00
New York City Interborough.....	.....	3,875,985	3,875,985	.....	.....	3,875,985	310,079	8.00
Southern Boulevard.....	.....	38,375,599	38,375,599	.....	.....	38,375,599	3,019,734	7.87
Union.....	.....	4,143,591	4,143,591	.....	.....	4,143,591	433,833	10.47
Westchester.....	.....	.....	.....	.....	.....	.....	.....	.....
QUEENS SURFACE								
New York & Queens Transit.....	.....	11,117,700	11,117,700	.....	.....	11,117,700	1,612,066	14.50
Jamaica Central (to November 25, 1933).....	.....	1,618,962	1,618,962	.....	.....	1,618,962	202,470	12.51
RICHMOND SURFACE								
Richmond Railways (to January 26, 1934).....	.....	2,959,313	2,959,313	.....	.....	2,959,313	729,931	710.00

¹ Inasmuch as the quantity of power lost in transmission depends on the point of measurement, the figures here tabulated for the various companies are not exactly comparable.

² Includes power used at generating stations as follows: I. R. T. Subway div., 7,637,460; Elev. div., 2,455,520; total I. R. T., 10,092,980; B.-M. T., 10,104,605.

³ The number of kilowatt hours consumed by the New York Rapid Transit, Brooklyn & Queens Transit and the South Brooklyn is estimated by each and given in the abstracts of their individual returns.

⁴ Purchased from the I. R. T. by the New York Rapid Transit.

⁵ Includes power used at sub-stations.

⁶ Consists of 23,883,917 kw. hrs. supplied to track equipment; 4,523,710 kw. hrs. supplied to sub-station auxiliaries; and 6,212,586 supplied directly from sub-stations.

⁷ Estimated by respondent.

TABLE III. Electric power, 1934: (C) Source and disposition of D. C. power (kw. hrs.) distributed to line, and car miles operated thereby

OPERATING STREET RAILWAYS	D. C. generated by own machines	D. C. purchased (exclusive of unmetered current) ¹	D. C. converted from A. C.	Total D. C. available	Used at generating and sub-stations and for lighting, etc.	Sold ²	POWER USED IN OPERATION OF RESPONDENTS' CARS ³		
							Kw. hrs.	Total car miles	Kw. hrs. per car mile
PRODUCING COMPANIES									
Interborough Rapid Transit — Subway division.....	970,330	28,272,326	870,673,960	899,916,616	523,377,019	186,400,235	690,139,362	173,080,925	3.99
Interborough Rapid Transit — Elevated division.....	3,175,870	73,945,254	117,490,039	194,611,163	511,446,000	30,541,227	152,623,936	54,360,975	2.81
Interborough Rapid Transit Company.....	4,146,200	19,917	988,163,999	992,330,116	534,823,019	114,743,799	842,763,298	227,441,900	3.71
Brooklyn-Manhattan Transit System ⁴	3,223,100	129,954,763	556,030,268	689,208,131	7325,367	1,218,372	687,664,392	150,439,007	4.57
PURCHASING COMPANIES									
RAPID TRANSIT									
City of New York — Independent System Operation.....			150,886,166	150,886,166	228,920		150,657,246	32,776,084	4.60
MANHATTAN SURFACE									
Third Avenue Ry. System Co. in Manhattan:			17,849,939	17,849,939	1,561,957	149,640	16,138,342	3,739,454	4.32
Third Avenue.....			11,809,632	11,809,632	815,229	132,900	10,861,503	2,516,547	4.32
42d St., Manh. & St. N. Ave.....									
Other Manhattan Companies:			41,768,883	42,628,463	3,708,696	5,018,946	33,900,821	9,552,915	3.55
New York Railways.....		859,580		6,889,506			6,889,506	2,207,909	3.12
Eighth & Ninth Avenues, Recr.....									
BRONX SURFACE									
Third Avenue Ry. System Co. in Bronx:			11,970,580	11,970,580	373,565		11,597,015	2,839,717	4.08
New York City Interborough.....			3,565,906	3,565,906	67,000		3,498,846	855,294	4.09
Southern Boulevard.....			35,355,865	35,355,865	916,578	147,770	34,291,517	8,589,908	3.99
Union.....			3,709,758	3,709,758	146,498		3,563,260	936,112	3.81
Westchester Electric.....									
BROOKLYN SURFACE ⁴									
Bush Terminal.....								9,073	(¹⁰)

QUEENS SURFACE

New York & Queens Transit.....	11,952,624	9,505,634	10,458,258	1,156,276	4,697,173	4,604,809	1,853,771	2.48
Stemway Railways, Receivers.....	4,697,173		4,697,173			4,697,173	1,580,883	2.97
Jamaica Central (to November 25, 1933).....	12,85,915	1,416,492	1,502,407	64,989		1,437,418	522,523	2.75
Manhattan & Queens.....	13,897,147		3,897,147			3,897,147	1,016,091	3.84
RICHMOND SURFACE								
Richmond Railways (to January 25, 1934).....		2,663,382	2,663,382			2,663,382	762,589	3.49
Southfield Beach (to September 10, 1933).....			34,393			34,393	11,855	2.91

¹ Includes power received under exchange agreements; unmetered current, including that used by respondents on others' tracks, is estimated in each case by the respondent; for exceptions, see notes 12 and 13.

² Includes power supplied to other companies under exchange agreements and power used by others on respondents' tracks; unmetered current is estimated in each case by the respondent.

³ Represents all power used by respondent, both on owned tracks and on others' tracks; includes feeder loss.

⁴ The number of kilowatt hours consumed by the New York Rapid Transit, Brooklyn & Queens Transit and the South Brooklyn is estimated by each and given in the abstracts of their individual returns.

⁵ Includes power used at generating stations: Subway div., 970,330 kw. hrs.; Elevated div. 3,175,870 kw. hrs.; total I. R. T., 4,146,200 kw. hrs.

⁶ Purchased from the Interborough Rapid Transit by the New York Rapid Transit.

⁷ Used at generating station.

⁸ Consists of 1,107,120 kw. hrs. sold to the Brooklyn Bus Corp., 1,253 kw. hrs. to City of New York (Third Street Bridge) and 109,999 kw. hrs. supplied to companies not in system.

* The distribution between rapid transit and street surface is as follows:

	Kw. hrs.	Total	Kw. hrs.	Kw. hrs. per car mile
		car miles		
New York Rapid Transit.....	478,903,915	101,067,847		4.74
Brooklyn & Queens Transit and South Brooklyn.....	208,760,477	49,371,160		4.23

¹⁰ Power is purchased from the Brooklyn & Queens Transit.

¹¹ Includes 53,044 kw. hrs. used by respondents' cars on others' tracks.

¹² Includes 74,415 kw. hrs. estimated by the Division of Statistics and Accounts of this Commission as used by the Jamaica Central on Brooklyn & Queens Transit tracks, on the basis of 2.75 kw. hrs. per car mile, representing the rate of power consumption on Jamaica Central tracks.

¹³ Includes 28,262 kw. hrs. estimated by the Division of Statistics and Accounts of this Commission as used by the Manhattan & Queens on Brooklyn & Queens Transit tracks, on the basis of 3.84 kw. hrs. per car mile, representing the rate of power consumption on Manhattan & Queens tracks.

TABLE IV. TRAFFIC STATISTICS:

OPERATING STREET RAILWAYS	REVENUE		
	REGULAR PASSENGER CARS		
	Active	Idle	Total
RAPID TRANSIT			
Interborough Rapid Transit, Recrs.....	221,278,392	4,956,409	226,234,801
Subway division.....	168,904,807	3,552,699	172,457,506
Elevated division.....	52,373,585	1,403,710	53,777,295
New York Rapid Transit (B.-M. T.).....	97,092,165	3,683,219	100,775,384
City of New York — Independent System Operation..	31,620,885	1,114,212	32,735,097
Total.....	349,991,442	9,753,840	359,745,282
MANHATTAN SURFACE			
Third Avenue Ry. System Cos. in Manhattan:			
Third Avenue.....	3,691,108	9,931	3,701,039
42d St., Manh. & St. N. Ave.....	2,508,349	691	2,509,040
Third Ave. Ry. System Cos. in Man....	6,199,457	10,622	6,210,079
Other Manhattan Companies:			
New York Railways.....	9,385,609	116,111	9,501,720
Eighth & Ninth Avenues, Recr.....	2,193,956		2,193,956
Other Manhattan Companies.....	11,679,666	116,111	11,695,676
Total.....	17,779,022	126,733	17,905,755
BRONX SURFACE			
Third Avenue Ry. System Cos. in Bronx:			
New York City Interborough.....	2,797,509	17,885	2,815,394
Southern Boulevard.....	850,459	4,835	855,294
Union.....	8,508,323	37,979	8,546,302
Westchester Electric.....	931,203		931,203
Total.....	13,087,494	60,699	13,148,193
BROOKLYN SURFACE			
Brooklyn & Queens Transit.....	47,214,832	464,857	47,679,689
South Brooklyn.....	1,155,421	5,111	1,160,532
Bush Terminal.....	4,164		4,164
Total.....	48,374,417	469,968	48,844,385
QUEENS SURFACE			
New York & Queens Transit.....	1,826,186	24,195	1,850,381
Steinway Railways, Receivers.....	1,575,493	46	1,575,539
Jamaica Central (to November 26, 1933) ¹	521,728	360	522,088
Manhattan & Queens.....	1,009,170	4,195	1,013,365
Total.....	4,932,577	28,796	4,961,373
RICHMOND SURFACE			
Richmond Railways (to January 26, 1934) ²	762,589		762,589
Southfield Beach (to September 10, 1933) ²	11,825		11,825
Total.....	774,414		774,414
Total, street surface lines.....	84,947,924	686,196	85,634,120
Grand total.....	434,939,366	10,440,036	445,379,402

¹, ² Operation of the routes of these companies was continued by: ¹ Jamaica Buses, Inc. (see page 523); ² Staten Island Coach Co., Inc. (see page 562).

CAR MOVEMENT, 1934

CAR MILES OF —			Non-revenue car miles	Total car miles	Electric locomotive miles
Special passenger (chartered) cars	Freight cars	Total			
		226,234,801	1,207,099	227,441,900	
		172,457,506	623,419	173,080,925	
		53,777,295	583,680	54,360,975	
423		100,775,807	254,390	101,030,197	37,650
		32,735,097	40,987	32,776,084	
423		359,745,705	1,502,476	361,248,181	37,650
		3,701,039	38,415	3,739,454	
		2,509,040	7,507	2,516,547	
		6,210,079	45,922	6,256,001	
		9,501,720	51,195	9,552,915	
		2,193,956	13,953	2,207,909	
		11,695,676	65,148	11,760,824	
		17,905,755	111,070	18,016,825	
		2,815,394	24,323	2,839,717	
		855,294		855,294	
1,014		8,547,316	42,562	8,589,908	
18		931,221	4,891	936,112	
1,032		13,149,225	71,806	13,221,031	
		47,679,689	478,403	48,158,092	
	39,506	1,200,038		1,200,038	13,030
	3,205	7,369	743	8,112	961
	42,711	48,887,096	479,146	49,366,242	13,991
37		1,850,418	3,353	1,853,771	
		1,575,539	5,344	1,580,883	
		522,088	435	522,523	
		1,013,365	2,726	1,016,091	
37		4,961,410	11,858	4,973,268	
		762,589		762,589	
		11,825		11,825	
		774,414		774,414	
1,069	42,711	85,677,900	673,880	86,351,780	13,991
1,492	42,711	445,423,605	2,176,356	447,599,961	51,641

TABLE IV. Traffic statistics:

OPERATING STREET RAILWAYS	ACTIVE CAR-SEAT MILES (REGULAR PASSENGER CARS)	
	Total	Per car mile ¹
RAPID TRANSIT		
Interborough Rapid Transit, Recrs.	9,945,743,588	44.95
Subway division.	7,431,811,508	44.00
Elevated division.	2,513,932,080	48.00
New York Rapid Transit (B.-M. T.).....	6,936,170,005	71.44
City of New York — Independent System Operation.....	1,880,708,197	59.48
Total.	18,762,621,790	53.61
MANHATTAN SURFACE		
Third Avenue Ry. System Cos. in Manhattan:		
Third Avenue.	185,685,828	50.31
42d St., Manh. & St. N. Ave.	123,473,184	49.22
Third Avenue Ry. System Cos. in Manhattan.	309,159,012	49.87
Other Manhattan Companies:		
New York Railways.	381,582,330	40.66
Eighth & Ninth Avenues, Recr.	70,206,560	32.00
Other Manhattan Companies.	451,788,890	39.02
Total.	760,947,902	42.80
BRONX SURFACE		
Third Avenue Ry. System Cos. in Bronx:		
New York City Interborough.	135,891,232	48.58
Southern Boulevard.	37,745,657	44.38
Union.	379,655,718	44.62
Westchester Electric.	39,201,323	42.10
Total.	592,493,930	45.27
BROOKLYN SURFACE		
Brooklyn & Queens Transit.	2,202,959,799	46.66
South Brooklyn.	42,794,316	37.04
Bush Terminal.	166,560	40.00
Total.	2,245,920,675	46.43
QUEENS SURFACE		
New York & Queens Transit.	76,583,517	41.94
Steinway Railways, Receivers.	61,515,196	39.05
Jamaica Central (to November 25, 1933) ²	20,869,120	40.00
Manhattan & Queens.	51,962,251	51.49
Total.	210,930,084	42.76
RICHMOND SURFACE		
Richmond Railways (to January 26, 1934) ³	31,487,501	41.29
Southfield Beach (to September 10, 1933) ⁴	531,224	44.92
Total.	32,018,725	41.35
Total, street surface lines.	3,842,311,316	45.23
Grand total.	22,604,933,106	51.97

¹ For this ratio the active passenger car miles are used.² Allowance is made for the operation of certain lines for less than a full year.³, ⁴ See notes 1 and 2 on preceding double page.⁵ Exclusive of the Astoria and Flushing Lines of the Queensboro Subway; see note 4, page 228.⁶ Includes Broadway Line, operated by both Third Avenue and 42d St., Manh. & St. N. Ave.; see note 4, page 230.

Car movement, 1934 — Continued

REVENUE CAR HOURS				REGULAR PASSENGER CAR TRIPS (ROUND)		Average maximum number of passenger cars operated per day ²	Number of routes or car lines at June 30, 1934
Regular passenger (active and idle)	Special passenger (chartered cars)	Freight	Total	Number during year	Average length (miles) ¹		
13,076,865			13,076,865	8,564,372	25.84	3,448	8
9,707,315			9,707,315	6,106,916	27.66	2,152	4
3,369,550			3,369,550	2,457,456	21.31	1,296	4
7,236,418	36		7,236,454	5,104,616	19.02	1,673	⁶ 18
1,725,841			1,725,841	1,182,635	26.74	533	5
22,039,124	36		22,039,160	14,851,623	23.57	5,654	31
593,173			593,173	417,701	8.84	133	⁶ 6
428,906			428,906	364,583	6.88	105	⁶ 3
1,022,079			1,022,079	782,284	7.92	238	⁷ 8
1,466,335			1,466,335	1,250,363	7.51	321	12
326,421			326,421	146,168	15.01	58	2
1,792,756			1,792,756	1,396,531	8.29	379	14
2,814,835			2,814,835	2,178,815	8.16	617	⁷ 22
384,657			384,657	314,455	8.90	68	5
109,552			109,552	84,182	10.10	19	1
1,180,080	176		1,180,256	1,115,331	7.63	227	⁸ 19
126,640	3		126,643	186,677	4.99	24	⁹ 7
1,800,929	179		1,801,108	1,700,645	7.70	338	32
5,975,149		19,286	5,994,435	5,169,702	9.13	1,047	¹⁰ 61
130,802		1,870	132,672	253,223	4.56	28	¹⁰ 4
2,090		14,725	16,815	2,090	1.99	1	¹
6,108,041		35,881	6,143,922	5,425,015	8.92	1,076	⁷ 65
199,903	9		199,912	158,140	11.55	38	3
190,427			190,427	240,095	6.56	41	6
65,182			65,182	54,983	9.49	15	[2]
99,098			99,098	47,531	21.23	28	2
554,610	9		554,619	500,749	9.85	122	11
88,414			88,414	98,599	7.73	18	[6]
1,313			1,313	3,783	3.13	1	[1]
89,727			89,727	102,382	7.56	19	[7]
11,368,142	188	35,831	11,404,211	9,907,606	8.57	2,172	⁷ 130
33,407,266	224	35,831	33,443,371	24,759,229	17.57	7,826	⁷ 161

¹ Excluding duplications.² Of which two routes are operated by Yonkers R. R. over Union track.³ Only two of these routes enter New York City. In addition to these car lines, Company operates 5 bus lines (see page 458).¹⁰ Includes Gravesend-Church Avenue Line operated by both Brooklyn & Queens Transit and South Brooklyn.

TABLE IV. Traffic statistics:

OPERATING STREET RAILWAYS	Year's average of running track operated (miles) ¹	PASSENGER	
		Total regular (active and idle)	Per mile of track
RAPID TRANSIT			
Interborough Rapid Transit, Recrs.....	355.74	226,234,801	635,966
Subway division.....	233.29	172,457,506	739,241
Elevated division.....	122.45	53,777,295	439,178
New York Rapid Transit (B.-M. T.).....	289.93	100,775,384	347,585
City of New York — Independent System Operation.....	113.08	32,735,097	289,486
Total.....	758.75	359,745,282	474,129
MANHATTAN SURFACE			
Third Avenue Ry. System Cos. in Manhattan:			
Third Avenue.....	39.55	3,701,039	93,579
42d St., Manh. & St. N. Ave.....	22.83	2,509,040	109,901
Third Ave. Ry. System Cos. in Manhattan.....	62.38	6,210,079	99,562
Other Manhattan Companies:			
New York Railways.....	53.10	9,501,720	114,341
Eighth & Ninth Avenues, Recr.....	37.10	2,193,956	59,136
Other Manhattan Companies.....	120.20	11,695,676	97,302
Total.....	182.58	17,905,755	98,071
BRONX SURFACE			
Third Avenue Ry. System Cos. in Bronx:			
New York City Interborough.....	38.89	2,815,394	72,394
Southern Boulevard.....	10.24	855,294	83,525
Union.....	113.94	8,546,302	75,007
Westchester Electric.....	20.46	931,203	45,513
Total.....	183.53	13,148,193	71,641
BROOKLYN SURFACE			
Brooklyn & Queens Transit.....	428.94	47,679,689	111,157
South Brooklyn.....	17.41	1,160,532	66,659
Bush Terminal.....	3.76	4,164	1,107
Total.....	450.11	48,844,385	108,517
QUEENS SURFACE			
New York & Queens Transit.....	33.84	1,850,381	54,680
Steinway Railways, Receivers.....	30.20	1,575,539	52,170
Jamaica Central (to November 25, 1933) ⁴	9.25	522,088	56,442
Manhattan & Queens.....	22.32	1,013,365	45,402
Total.....	95.61	4,961,373	51,892
RICHMOND SURFACE			
Richmond Railways (to January 26, 1934) ⁵	18.66	762,589	40,868
Southfield Beach (to September 10, 1933) ⁵	0.51	11,825	23,186
Total.....	19.17	774,414	40,397
Total, street surface lines.....	931.00	85,634,120	91,981
Grand total.....	1,689.75	445,379,402	263,577

¹ Includes all track operated whether owned, leased or used under trackage rights, allowance being made for changes during the year.

² Ratios are computed on the basis of 365 days, except for Jamaica Central, Richmond Railways and Southfield Beach, which are computed on the basis of days operated.

Car movement, 1934 — Concluded

CAR MILES		PASSENGER CAR HOURS				Average speed (miles per hour) ¹
Per day ²	Per passenger car per annum	Total regular (active and idle)	Per mile of track	Per day ²	Per passenger car per annum	
619,821	65,613	13,076,865	36,760	35,827	3,793	17.30
472,486	80,138	9,707,315	41,611	26,595	4,511	17.77
147,335	41,495	3,369,550	27,518	9,232	2,600	15.96
276,097	60,236	7,236,418	24,959	19,826	4,325	13.93
89,685	61,417	1,725,841	15,262	4,728	3,238	18.97
985,603	63,627	22,039,124	29,047	60,381	3,898	16.32
10,140	27,827	593,173	14,998	1,625	4,460	6.24
6,874	23,896	428,906	18,787	1,175	4,085	5.85
17,014	26,093	1,022,079	16,885	2,800	4,294	6.08
26,032	29,600	1,466,335	17,645	4,018	4,568	6.48
6,011	37,827	326,421	8,798	894	5,628	6.72
52,043	30,869	1,792,766	14,916	4,912	4,730	6.62
49,057	29,021	2,814,835	15,417	7,712	4,562	6.36
7,713	41,403	384,657	9,891	1,054	5,657	7.32
2,343	45,015	109,552	10,698	300	5,766	7.81
23,415	37,649	1,180,080	10,357	3,233	5,199	7.24
2,551	38,800	126,640	6,190	347	5,277	7.35
36,022	38,900	1,800,929	9,813	4,934	5,328	7.30
130,629	45,539	5,975,149	13,930	16,370	5,707	7.98
3,180	41,448	130,802	7,513	358	4,672	8.87
11	4,164	2,090	556	6	2,090	1.99
133,820	45,394	6,108,041	13,570	16,734	5,677	8.00
5,070	48,694	199,903	5,907	548	5,261	9.26
4,317	38,428	190,427	6,306	522	4,645	8.27
3,528	34,806	65,182	7,047	440	4,345	8.01
2,776	36,192	99,098	4,440	272	3,539	10.23
13,593	40,667	554,610	5,801	1,520	4,546	8.95
3,631	42,366	88,414	4,738	421	4,912	8.63
164	11,825	1,313	2,575	18	1,313	9.01
2,122	40,759	89,727	4,681	246	4,722	8.63
234,614	39,426	11,368,142	12,211	31,146	5,234	7.53
1,220,217	56,910	33,407,266	19,771	91,527	4,269	13.33

¹ Ratios obtained by dividing active and idle regular passenger car miles by active and idle regular passenger car hours.

², ³ See notes 1 and 2 on first double page of this table.

TABLE V. TRAFFIC STATISTICS:

OPERATING STREET RAILWAYS	REVENUE PASSENGERS		Number of transfers collected	Revenue and transfer passengers combined
	Total number ¹	Maximum in one day		
RAPID TRANSIT				
Interborough Rapid Transit, Reor.....	1,030,897,075	⁶ 3,597,748		1,030,897,075
Subway division.....	810,296,328	⁶ 2,893,555		810,296,328
Elevated division.....	220,600,747	⁶ 719,703		220,600,747
New York Rapid Transit (B.-M. T.).....	606,434,205	1,956,588	⁷ 290,321	606,724,526
City of New York — Independent System Operation.	161,658,163	625,692		161,658,163
Total.....	1,798,989,443	—	290,321	1,799,279,764
MANHATTAN SURFACE				
Third Avenue Ry. System Cos. in Manhattan:				
Third Avenue.....	36,313,286	120,674	4,630,045	40,943,331
42d St., Manh. & St. N. Ave.....	33,204,467	118,035	2,263,081	35,467,548
Third Ave. Ry. Sys. Cos. in Man.....	⁸ 69,517,753	—	6,893,126	76,410,879
Other Manhattan Companies:				
New York Railways.....	98,975,691	⁹ 372,603	6,826,453	105,802,144
Eighth & Ninth Avenues, Reor.....	14,745,446	63,175	—	14,745,446
Other Manhattan Companies.....	¹⁰ 113,721,137	—	6,826,453	120,547,590
Total.....	¹¹ 183,238,890	—	13,719,579	196,958,469
BRONX SURFACE				
Third Avenue Ry. System Cos. in Bronx:				
New York City Interborough.....	27,659,998	92,323	9,758,180	37,418,178
Southern Boulevard.....	8,082,372	27,656	4,028,582	12,110,954
Union.....	80,265,722	253,355	30,347,394	110,613,116
Westchester Electric.....	7,551,471	25,566	922,053	8,473,524
Total.....	123,559,563	—	45,056,209	168,615,772
BROOKLYN SURFACE				
Brooklyn & Queens Transit.....	342,104,162	⁹ 1,089,277	23,546,510	365,650,672
South Brooklyn.....	8,967,030	⁹ 70,698	863,221	9,830,251
Bush Terminal.....	2,638	20	—	2,638
Total.....	351,073,830	—	24,409,731	375,483,561
QUEENS SURFACE				
New York & Queens Transit.....	12,057,375	54,152	590,856	12,648,231
Steinway Railways, Receivers.....	9,504,661	32,518	1,148,585	10,653,246
Jamaica Central (to November 25, 1933) ⁴	3,641,103	N. R.	75,395	3,716,493
Manhattan & Queens.....	8,237,952	29,069	—	8,237,952
Total.....	33,441,091	—	1,814,836	35,255,927
RICHMOND SURFACE				
Richmond Railways (to January 26, 1934) ⁵	2,664,996	16,957	450,837	3,115,833
Southfield Beach (to September 10, 1933) ⁶	67,772	2,264	—	67,772
Total.....	2,732,768	—	450,837	3,183,605
Total, street surface lines.....	¹¹ 694,046,142	—	85,451,192	779,497,334
Grand total.....	¹¹ 2,493,035,585	—	85,741,513	2,578,777,098

¹ Exclusive of chartered car passengers.² Ratios are computed on the basis of 365 days except for the Jamaica Central, Richmond Railways and Southfield Beach, which are computed on the basis of days operated.³ These ratios are based on the average length of running track operated during the year (see Table IV).⁴, ⁵ Operation of the routes of these companies was continued by: ⁴ Jamaica Buses, Inc. (see page 523); ⁵ Staten Island Coach Co., Inc. (see page 562).⁶ From provisional daily figures submitted by respondent.

PASSENGER MOVEMENT, 1934

PASSENGER REVENUE			AVERAGE NUMBER OF REVENUE PASSENGERS PER —					Car-seat miles per revenue passenger
Amount of fares	Per revenue passenger (cents)	Per revenue and transfer passenger combined (cents)	Day ⁷	Mile of track ⁸	Pas- senger car mile	Pas- senger car hour	Pas- senger car trip (round)	
\$51,544,853 75	5.00	5.00	2,824,375	2,897,895	4.66	78.83	120.37	9.65
40,514,816 40	5.00	5.00	2,219,990	3,473,344	4.70	83.47	132.69	9.17
11,030,037 35	5.00	5.00	604,385	1,801,558	4.10	65.47	89.77	11.40
30,321,710 31	5.00	5.00	1,661,464	2,091,657	6.02	83.80	118.80	11.44
8,082,908 15	5.00	5.00	442,899	1,429,591	4.94	93.67	136.69	11.63
\$89,949,472 21	5.00	5.00	4,928,738	2,370,991	5.00	81.63	121.13	10.43
\$1,781,159 77	4.90	4.35	99,488	918,161	9.81	61.22	86.94	5.11
1,637,220 33	4.93	4.62	90,971	1,454,423	13.23	77.42	91.08	3.72
5,418,380 10	4.92	4.47	190,459	1,114,424	11.19	68.02	88.87	4.45
5,034,909 28	5.09	4.76	271,166	1,191,043	10.42	67.50	79.16	3.86
736,868 21	5.00	5.00	40,399	397,451	6.72	45.17	100.88	4.76
5,771,777 49	5.08	4.79	311,565	946,099	9.72	63.43	81.43	3.97
\$9,190,157 59	5.02	4.67	502,024	1,003,609	10.23	65.10	84.10	4.15
\$1,382,999 90	5.00	3.70	75,781	711,237	9.82	71.91	87.96	4.91
404,118 60	5.00	3.34	22,143	789,294	9.45	73.78	96.01	4.67
4,013,286 10	5.00	3.63	219,906	704,456	9.39	68.02	71.97	4.73
377,573 55	5.00	4.46	20,689	369,085	8.11	59.63	40.45	5.19
\$6,177,978 15	5.00	3.66	338,519	673,239	9.40	68.61	72.65	4.80
\$16,820,803 52	4.92	4.60	937,272	797,557	7.18	57.25	66.17	6.44
451,095 37	5.03	4.59	24,567	515,051	7.73	68.55	35.41	4.77
52 76	2.00	2.00	7	702	0.63	1.26	1.26	63.14
\$17,271,951 65	4.92	4.60	961,846	779,973	7.19	57.48	64.71	6.40
\$602,868 74	5.00	4.77	33,034	356,305	6.52	60.32	76.24	6.35
475,233 05	5.00	4.46	26,040	314,724	6.03	49.91	39.59	6.47
182,055 15	5.00	4.90	24,602	393,633	6.97	55.56	66.22	5.73
411,246 65	4.99	4.99	22,570	369,084	8.13	83.13	173.32	6.31
\$1,671,403 59	5.00	4.74	91,620	349,766	6.74	60.30	66.78	6.31
\$202,938 00	7.61	6.51	12,690	142,819	3.49	30.14	27.03	11.82
3,383 60	5.00	5.00	941	132,886	5.73	51.62	17.91	7.84
\$206,326 60	7.55	6.48	7,487	142,554	3.53	30.46	26.69	11.72
\$34,517,817 58	4.97	4.43	1,901,496	745,485	8.10	61.05	70.05	5.54
\$124,467,289 79	4.99	4.83	6,830,234	1,475,387	5.60	74.63	100.69	9.07

⁷ Transfers collected from surface car passengers at Marcy Avenue and Broadway, and Fourth Avenue and 86th Street.

⁸ Includes a duplication of 1,150,151 joint fare passengers of the Third Avenue and the 42d St., Manh. & St. N. Ave.; see note 6, page 230.

⁹ The maximum number of passengers per day as reported by respondent includes as second-fare passengers those paying an additional two cents for a transfer.

¹⁰ Includes a duplication of 33,674 joint fare passengers of the New York Railways with the Eighth & Ninth Avenues; see note 12, page 231.

¹¹ Includes a duplication of 1,183,825 joint fare passengers; see notes 8 and 10 above.

TABLE VI. TRAFFIC STATISTICS: CAR AND PASSENGER

OPERATING STREET RAILWAYS	July	August	September	October	November
RAPID TRANSIT					
Interborough Rapid Transit, Recr.....	74,510,811	75,422,349	79,019,470	90,234,483	87,357,982
Subway division.....	57,167,255	57,729,272	60,918,880	70,551,856	68,920,828
Elevated division.....	17,343,556	17,693,077	18,100,590	19,682,627	18,437,154
New York Rapid Transit (B.-M. T.).....	49,277,493	48,898,277	47,670,550	51,564,399	49,279,406
City of New York — Ind. System Oper.....	7,867,656	8,944,350	10,379,559	13,264,783	13,681,018
Total.....	131,655,960	133,264,976	137,069,579	155,063,665	150,318,406
MANHATTAN SURFACE					
Third Avenue Ry. System Cos. in Man.:					
Third Avenue.....	2,932,712	2,907,821	2,991,836	3,130,645	2,964,566
42d St., Manh. & St. N. Ave.....	2,694,893	2,756,127	2,778,722	2,833,062	2,645,267
Third Ave. Ry. Sys. Cos. in Man.....	5,627,605	5,663,948	5,770,558	5,963,707	5,609,833
Other Manhattan Companies:					
New York Railways.....	7,716,041	8,141,725	8,186,917	8,486,907	7,895,982
Eighth & Ninth Avenues, Recr.....	1,155,669	1,157,070	1,213,365	1,271,700	1,214,468
Other Manhattan Companies.....	8,871,710	9,298,795	9,400,282	9,768,607	9,110,450
Total.....	14,499,315	14,962,743	15,170,840	15,722,314	14,720,283
BRONX SURFACE					
Third Avenue Ry. System Cos. in Bronx:					
New York City Interborough.....	2,024,791	1,945,660	2,140,287	2,405,338	2,279,303
Southern Boulevard.....	615,413	604,986	637,051	693,339	662,515
Union.....	6,223,189	6,004,394	6,308,818	6,794,421	6,535,297
Westchester Electric.....	651,300	612,619	603,056	637,721	591,327
Total.....	9,514,693	9,167,659	9,689,212	10,530,819	10,068,442
BROOKLYN SURFACE					
Brooklyn & Queens Transit.....	26,885,574	26,477,197	27,369,412	28,920,083	27,781,298
South Brooklyn.....	1,073,219	1,014,513	756,016	639,553	600,006
Bush Terminal.....	302	298	277	261	286
Total.....	27,959,095	27,492,008	28,125,705	29,559,897	28,381,590
QUEENS SURFACE					
New York & Queens Transit.....	877,424	874,795	968,817	992,585	950,957
Steinway Railways, Receivers.....	766,070	764,272	765,253	804,880	767,683
Jamaica Central (to November 25, 1933) ¹	737,996	728,045	789,229	820,892	564,941
Manhattan & Queens.....	625,929	633,126	665,626	716,186	684,977
Total.....	3,007,419	3,000,238	3,188,925	3,334,543	2,968,558
RICHMOND SURFACE					
Richmond Railways (to January 26, 1934) ²	412,039	409,139	436,755	451,965	417,325
Southfield Beach (to September 10, 1933) ²	29,192	29,493	9,087	—	—
Total.....	441,231	438,632	445,842	451,965	417,325
Total, street surface lines.....	55,421,753	55,061,280	56,620,524	59,599,538	56,556,198
Grand total.....	187,077,713	188,326,256	193,690,103	214,663,203	206,874,604

¹, ² Operation of the routes of these companies was continued by: ¹ Jamaica Buses, Inc. (see page 523); ² Staten Island Coach Co., Inc. (see page 562).

MOVEMENT BY MONTHS, 1934: (A) Revenue passengers

December	January	February	March	April	May	June	Year July, 1933 to June, 1934
90,800,876 72,230,346 18,570,530 51,035,100 14,842,546	90,969,438 72,724,259 18,245,179 50,921,713 15,127,459	82,567,847 66,437,896 16,129,951 46,980,172 14,101,668	95,215,842 75,802,574 19,411,268 54,405,476 16,378,026	89,772,644 71,091,703 18,680,941 51,839,148 15,638,448	91,115,104 71,524,572 19,590,532 53,281,304 16,178,914	85,912,229 65,196,887 18,715,342 51,281,167 15,253,736	1,030,897,075 810,296,328 220,600,747 606,434,205 161,658,163
156,678,522	157,018,610	143,649,687	165,997,344	157,250,240	160,575,322	150,447,132	1,798,989,443
3,075,790 2,642,724 5,718,514	3,028,221 2,706,111 5,734,332	2,709,225 2,420,741 5,129,966	3,171,353 2,865,575 6,036,928	3,038,531 2,792,294 5,830,825	3,179,510 2,953,979 6,133,489	3,183,076 3,114,972 6,298,048	36,313,286 33,204,467 69,517,753
8,088,531 1,246,460 9,334,991	8,105,064 1,226,288 9,331,352	7,170,571 1,034,671 8,205,242	8,651,998 1,250,245 9,902,243	8,425,173 1,284,890 9,710,063	9,023,385 1,361,992 10,385,377	9,083,397 1,328,628 10,412,025	98,975,691 14,745,446 113,721,137
15,053,505	15,065,684	13,335,208	15,939,171	15,540,888	16,518,866	16,710,073	183,238,890
2,352,576 680,766 6,837,657 635,163	2,382,101 695,053 6,804,615 615,739	2,270,502 641,202 6,395,506 588,564	2,531,884 718,908 7,249,280 664,223	2,404,893 713,724 6,880,938 638,178	2,514,128 735,951 7,152,674 663,544	2,408,535 683,464 7,078,933 650,037	27,659,998 8,082,372 80,265,722 7,551,471
10,506,162	10,497,508	9,895,774	11,164,295	10,637,733	11,066,297	10,820,969	123,559,563
29,184,901 640,247 226	28,947,455 637,002 230	27,111,685 642,363 7	30,738,788 693,048 147	29,311,465 659,883 192	30,385,265 730,100 216	28,991,039 881,080 196	342,104,162 8,967,030 2,638
29,825,374	29,584,687	27,754,055	31,431,983	29,971,540	31,115,581	29,872,315	351,073,830
1,016,078 812,129 704,293	1,016,836 795,808 698,904	958,641 767,713 625,195	1,121,601 860,441 729,399	1,069,248 788,648 724,743	1,155,352 837,172 739,126	1,055,041 774,592 690,448	12,057,375 9,504,661 3,641,103 8,237,952
2,532,500	2,511,548	2,351,549	2,711,441	2,582,639	2,731,650	2,520,081	33,441,091
386,559	151,214	—	—	—	—	—	2,664,996 67,772
386,559	151,214	—	—	—	—	—	2,732,768
58,304,100	57,810,641	53,336,586	61,246,890	58,732,800	61,432,394	59,923,438	694,046,142
214,982,622	214,829,251	196,986,273	227,244,284	215,983,040	222,007,716	210,370,570	2,493,035,585

TABLE VI. Traffic statistics: Car and passenger

OPERATING STREET RAILWAYS	July	August	September	October	November
RAPID TRANSIT					
Interborough Rapid Transit, Recr.....	\$9,725,540 55	\$3,771,117 45	\$3,950,973 50	\$4,511,724 15	\$4,967,899 10
Subway division.....	2,858,362 75	2,886,463 60	3,045,944 00	3,527,592 80	3,446,041 40
Elevated division.....	867,177 80	884,653 85	905,029 50	984,131 35	921,847 70
New York Rapid Transit (B.-M. T.).....	2,463,874 66	2,444,913 87	2,383,527 52	2,578,219 93	2,463,970 32
City of New York — Ind. System Oper....	393,382 80	447,217 50	518,977 95	663,239 15	684,050 90
Total.....	\$6,582,798 01	\$6,663,248 82	\$6,853,478 97	\$7,753,183 23	\$7,515,920 32
MANHATTAN SURFACE					
Third Avenue Ry. System Cos. in Man.:					
Third Avenue.....	\$144,163 63	\$143,000 38	\$146,921 41	\$153,379 76	\$145,095 04
42d St., Manh. & St. N. Ave.....	133,096 67	136,212 57	137,155 84	139,551 44	130,174 51
Third Ave. Ry. Sys. Cos. in Man.....	277,260 30	279,212 95	284,077 25	292,931 20	275,269 56
Other Manhattan Companies:					
New York Railways.....	392,796 85	415,108 99	416,953 49	432,029 36	401,669 71
Eighth & Ninth Avenues, Recr.....	57,744 58	57,813 89	60,628 18	63,545 80	60,692 30
Other Manhattan Companies.....	450,541 43	472,922 83	477,581 67	495,575 18	462,362 01
Total.....	\$727,801 73	\$752,135 83	\$761,658 92	\$788,506 36	\$737,631 56
BRONX SURFACE					
Third Avenue Ry. System Cos. in Bronx:					
New York City Interborough.....	\$101,239 55	\$97,283 00	\$107,014 35	\$120,266 90	\$113,965 15
Southern Boulevard.....	30,770 67	30,249 30	31,852 55	34,666 95	33,125 75
Union.....	311,159 45	300,219 70	315,440 90	339,721 05	326,764 85
Westchester Electric.....	32,565 00	30,630 95	30,152 80	31,886 05	29,566 35
Total.....	\$475,734 65	\$458,382 95	\$484,460 60	\$526,540 95	\$503,422 10
BROOKLYN SURFACE					
Brooklyn & Queens Transit.....	\$1,320,075 94	\$1,300,771 40	\$1,346,242 50	\$1,422,639 08	\$1,366,555 54
South Brooklyn.....	53,812 27	50,883 87	37,986 43	32,187 29	30,224 38
Bush Terminal.....	6 04	5 96	5 54	5 22	5 72
Total.....	\$1,373,894 25	\$1,351,661 23	\$1,384,234 47	\$1,454,831 59	\$1,396,785 64
QUEENS SURFACE					
New York & Queens Transit.....	\$43,871 19	\$43,739 76	\$48,440 84	\$49,629 27	\$47,547 86
Steinway Railways, Receivers.....	38,303 50	38,213 60	38,262 65	40,244 00	38,384 15
Jamaica Central (to November 25, 1933) ¹	36,899 50	36,402 25	39,461 45	41,044 60	28,247 05
Manhattan & Queens.....	31,271 75	31,625 85	33,230 82	35,740 81	34,189 46
Total.....	\$150,346 24	\$149,981 46	\$159,395 76	\$166,658 68	\$148,368 52
RICHMOND SURFACE					
Richmond Railways (to January 26, 1934) ²	\$32,959 06	\$32,726 14	\$33,324 51	\$33,258 98	\$30,608 74
Southfield Beach (to September 10, 1933) ²	1,459 60	1,474 65	454 35		
Total.....	\$34,418 66	\$34,200 79	\$33,778 86	\$33,258 98	\$30,608 74
Total, street surface lines.....	\$2,762,195 53	\$2,746,362 26	\$2,823,528 61	\$2,969,796 56	\$2,816,816 56
Grand total.....	\$9,344,993 54	\$9,409,611 08	\$9,677,007 58	\$10,722,979 79	\$10,332,736 88

¹, ² Operation of the routes of the companies was continued by: ¹ Jamaica Buses, Inc. (see page 523); ² Staten Island Coach Co., Inc. (see page 562).

movement by months, 1934: (B) Passenger earnings

December	January	February	March	April	May	June	Year July, 1933 to June, 1934
\$4,540,043 80	\$4,548,471 90	\$4,128,392 35	\$4,760,692 10	\$4,488,632 20	\$4,555,755 20	\$4,195,611 45	\$51,544,853 75
3,611,517 30	3,636,212 95	3,321,894 80	3,790,128 70	3,554,585 15	3,576,228 60	3,259,844 35	40,514,816 40
928,526 50	912,258 95	806,497 55	970,563 40	934,047 05	979,526 60	935,767 10	11,030,037 35
2,551,754 99	2,546,085 64	2,349,008 58	2,720,273 82	2,591,957 42	2,664,065 22	2,564,058 34	30,321,710 31
742,127 30	756,372 95	705,083 40	818,901 30	781,922 40	808,945 70	762,686 80	8,082,908 15
\$7,833,926 09	\$7,850,930 49	\$7,182,484 33	\$8,299,867 22	\$7,862,512 02	\$8,028,766 12	\$7,522,356 59	\$89,949,472 21
\$150,921 11	\$148,440 42	\$133,037 04	\$155,496 49	\$148,835 05	\$155,764 63	\$156,104 81	\$1,781,159 77
130,223 94	133,325 13	119,420 91	141,231 31	137,553 70	145,558 37	153,715 94	1,637,220 33
281,145 05	281,765 55	252,457 95	296,727 80	286,388 75	301,323 00	309,820 75	3,418,380 10
411,224 62	411,977 42	364,453 67	439,784 13	428,232 80	458,704 67	461,973 57	5,034,909 28
62,295 98	61,286 41	51,715 67	62,434 24	64,210 71	68,061 19	66,389 26	736,868 21
473,520 60	473,263 83	416,169 34	502,268 37	492,443 61	528,765 86	528,362 83	5,771,777 49
\$754,665 65	\$755,029 38	\$668,627 29	\$798,996 17	\$778,832 26	\$828,088 86	\$838,183 58	\$9,190,157 59
\$117,628 80	\$119,105 05	\$113,525 10	\$126,594 20	\$120,244 65	\$125,706 40	\$120,426 75	\$1,382,999 80
34,038 30	34,752 65	32,060 10	35,945 40	35,686 20	36,797 55	34,173 20	404,118 60
341,882 85	340,230 75	319,775 30	362,464 00	344,046 90	357,633 70	353,946 65	4,013,286 10
31,758 15	30,786 95	29,428 20	33,211 15	31,908 90	33,177 20	32,501 85	377,573 55
\$525,308 10	\$524,875 40	\$494,788 70	\$558,214 75	\$531,886 65	\$553,314 85	\$541,048 45	\$6,177,978 15
\$1,435,423 03	\$1,424,800 99	\$1,335,828 10	\$1,512,721 85	\$1,440,127 52	\$1,492,637 76	\$1,422,979 81	\$16,820,803 52
32,239 27	32,091 21	32,383 57	34,937 27	33,252 46	36,782 61	44,314 74	451,095 37
4 52	4 60	14	2 94	3 84	4 32	3 92	52 76
\$1,467,666 82	\$1,456,896 80	\$1,368,211 81	\$1,547,662 06	\$1,473,383 82	\$1,529,424 69	\$1,467,298 47	\$17,271,951 65
\$50,803 91	\$50,841 79	\$47,932 07	\$56,080 04	\$53,462 39	\$57,767 58	\$52,752 04	\$602,868 74
40,606 45	39,790 40	38,385 65	43,022 05	39,432 40	41,858 60	38,729 60	475,233 05
35,161 28	34,881 56	31,208 21	36,408 56	36,180 64	36,883 81	34,463 90	182,055 15
\$126,571 64	\$125,513 75	\$117,525 93	\$135,510 65	\$129,075 43	\$136,509 99	\$125,945 54	\$1,671,403 59
\$28,834 29	\$11,226 28	—	—	—	—	—	\$202,938 00
—	—	—	—	—	—	—	3,388 60
\$28,834 29	\$11,226 28	—	—	—	—	—	\$206,326 60
\$2,903,046 50	\$2,873,541 61	\$2,649,153 73	\$3,040,363 63	\$2,913,178 16	\$3,047,338 39	\$2,972,476 04	\$34,517,817 58
\$10,736,972 59	\$10,724,472 10	\$9,831,638 06	\$11,340,250 85	\$10,775,690 18	\$11,076,104 51	\$10,494,832 63	\$124,467,289 79

TABLE VI. Traffic statistics: Car and passenger

OPERATING STREET RAILWAYS	July	August	September	October	November
RAPID TRANSIT					
Interborough Rapid Transit, Recr.....					
Subway division.....					
Elevated division.....					
New York Rapid Transit (B.-M. T.).....	23,822	25,473	22,845	25,706	22,051
City of New York — Ind. System Oper.....					
Total.....	23,822	25,473	22,845	25,706	22,051
MANHATTAN SURFACE					
Third Avenue Ry. System Cos. in Man.:					
Third Avenue.....	403,785	410,300	402,279	418,372	378,961
42d St., Manh. & St. N. Ave.....	196,702	203,638	192,785	200,041	182,788
Third Ave. Ry. Sys. Cos. in Man.....	600,487	613,938	595,064	618,413	561,749
Other Manhattan Companies:					
New York Railways.....	568,307	618,750	595,486	617,966	557,397
Eighth & Ninth Avenues, Recr.....					
Other Manhattan Companies.....	508,307	618,750	595,486	617,966	557,397
Total.....	1,168,794	1,232,688	1,190,550	1,236,379	1,119,146
BRONX SURFACE					
Third Avenue Ry. System Cos. in Bronx:					
New York City Interborough.....	725,897	700,739	760,262	865,667	822,107
Southern Boulevard.....	327,537	333,207	332,713	373,608	344,223
Union.....	2,533,578	2,425,674	2,430,847	2,608,494	2,513,429
Westchester Electric.....	110,640	90,261	73,016	76,274	64,524
Total.....	3,697,652	3,549,881	3,596,838	3,924,043	3,744,283
BROOKLYN SURFACE					
Brooklyn & Queens Transit.....	1,789,540	1,790,587	1,867,593	2,027,733	1,939,803
South Brooklyn.....	87,676	84,618	71,286	65,856	61,270
Bush Terminal.....					
Total.....	1,877,216	1,875,205	1,938,879	2,093,589	2,001,073
QUEENS SURFACE					
New York & Queens Transit.....	52,106	48,396	44,840	48,849	44,576
Steinway Railways, Receivers.....	105,029	103,685	101,069	101,643	90,520
Jamaica Central (to November 25, 1933) ¹	16,870	16,150	16,089	16,809	9,477
Manhattan & Queens.....					
Total.....	174,005	168,231	161,998	167,301	144,573
RICHMOND SURFACE					
Richmond Railways (to January 26, 1934) ²	71,398	71,104	72,594	73,342	67,596
Southfield Beach (to September 10, 1933) ²					
Total.....	71,398	71,104	72,594	73,342	67,596
Total, street surface lines.....	6,989,065	6,897,109	6,960,859	7,494,654	7,076,671
Grand total.....	7,012,887	6,922,582	6,983,704	7,520,360	7,098,722

¹, ² Operation of the routes of these companies was continued by: ¹ Jamaica Buses, Inc. (see page 523); ² Staten Island Coach Co., Inc. (see page 562).

movement by months, 1934: (C) Transfers

December	January	February	March	April	May	June	Year July, 1933 to June, 1934
22,099	23,919	20,800	24,331	23,648	27,490	28,137	290,321
22,099	23,919	20,800	24,331	23,648	27,490	28,137	290,321
356,201 171,874 528,075	367,869 179,978 547,847	302,860 145,845 448,705	376,811 154,453 561,264	381,192 190,011 571,203	409,669 204,832 614,501	421,746 210,134 631,880	4,630,045 2,263,081 6,893,126
534,259 534,259	544,001 544,001	451,134 451,134	567,655 567,655	560,925 560,925	598,977 598,977	611,596 611,596	6,826,453 6,826,453
1,062,334	1,091,848	899,839	1,128,919	1,132,128	1,213,478	1,243,476	13,719,579
806,389 324,142 2,465,742 63,931	835,455 331,397 2,503,841 64,742	764,510 293,626 2,238,727 59,741	881,228 336,715 2,630,502 68,936	833,146 336,891 2,547,052 74,056	904,562 357,115 2,730,828 81,832	858,218 337,408 2,718,680 94,100	9,758,180 4,028,582 30,347,394 922,053
3,660,204	3,735,435	3,356,604	3,917,381	3,791,145	4,074,337	4,008,406	45,056,209
1,985,908 64,565	2,014,780 66,113	1,854,533 66,660	2,106,203 73,262	2,024,901 66,444	2,125,847 72,800	2,019,082 82,671	23,546,510 863,221
2,050,473	2,080,893	1,921,193	2,179,465	2,091,345	2,198,647	2,101,753	24,409,731
43,998 88,047	46,906 88,292	43,488 81,873	50,599 97,823	52,991 93,297	56,897 103,400	57,210 93,907	590,856 1,148,585 75,395
132,045	135,198	125,361	148,422	146,288	160,297	151,117	1,814,836
65,937	28,866	_____	_____	_____	_____	_____	450,837
65,937	28,866	_____	_____	_____	_____	_____	450,837
6,970,993	7,072,240	6,302,997	7,374,187	7,160,906	7,646,759	7,504,752	85,451,192
6,993,092	7,096,159	6,323,797	7,398,518	7,184,554	7,674,249	7,532,889	85,741,513

TABLE VI. Traffic statistics: Car and passenger movement

OPERATING STREET RAILWAYS	July	August	September	October	November
RAPID TRANSIT					
Interborough Rapid Transit, Reor.....	19,041,903	19,469,772	18,450,024	19,128,959	18,467,864
Subway division.....	14,494,600	14,762,913	14,111,287	14,602,773	14,111,500
Elevated division.....	4,547,303	4,706,859	4,338,737	4,526,186	4,356,364
New York Rapid Transit (B.-M. T.).....	8,933,361	8,971,400	8,168,243	8,342,701	8,044,144
City of New York — Ind. System Oper.....	2,241,663	2,418,079	2,393,099	2,684,762	2,760,512
Total.....	30,216,927	30,859,251	29,011,366	30,156,422	29,272,520
MANHATTAN SURFACE					
Third Avenue Ry. System Cos. in Man.:					
Third Avenue.....	313,960	317,575	305,905	317,971	306,521
42d St., Manh. & St. N. Ave.....	211,570	218,820	207,874	215,736	206,266
Third Ave. Ry. Sys. Cos. in Man.....	525,530	536,395	513,779	533,707	512,787
Other Manhattan Companies:					
New York Railways.....	788,518	792,831	768,238	812,306	779,878
Eighth & Ninth Avenues, Reor.....	184,726	188,076	180,083	189,013	180,904
Other Manhattan Companies.....	973,244	980,907	948,321	1,001,319	960,782
Total.....	1,498,774	1,517,302	1,462,100	1,535,026	1,473,569
BRONX SURFACE					
Third Avenue Ry. System Cos. in Bronx:					
New York City Interborough.....	230,281	225,676	221,785	238,558	230,523
Southern Boulevard.....	72,952	72,456	69,768	74,118	71,359
Union.....	725,833	715,245	688,514	727,681	703,124
Westchester Electric.....	78,916	79,051	75,825	78,302	76,143
Total.....	1,107,982	1,092,428	1,055,892	1,118,659	1,081,149
BROOKLYN SURFACE					
Brooklyn & Queens Transit.....	4,084,370	4,045,201	3,880,922	4,052,925	3,900,553
South Brooklyn.....	119,127	118,810	97,145	97,084	93,524
Bush Terminal.....	724	796	686	716	625
Total.....	4,204,221	4,164,807	3,978,753	4,150,725	3,994,702
QUEENS SURFACE					
New York & Queens Transit.....	148,786	157,299	159,271	156,013	150,085
Steinway Railways, Receivers.....	138,250	141,287	134,224	136,408	127,771
Jamaica Central (to November 25, 1933) ¹	109,243	113,344	108,763	113,672	77,066
Manhattan & Queens.....	84,475	83,889	80,568	86,253	83,920
Total.....	480,754	495,819	482,826	492,346	438,842
RICHMOND SURFACE					
Richmond Railways (to January 26, 1934) ²	124,258	124,186	119,164	120,870	115,279
Southfield Beach (to September 10, 1933) ²	4,949	5,209	1,667		
Total.....	129,207	129,395	120,831	120,870	115,279
Total, street surface lines.....	7,420,938	7,399,751	7,100,402	7,417,626	7,103,541
Grand total.....	37,637,865	38,259,002	36,111,768	37,574,048	36,376,061

¹, ² Operation of the routes of these companies was continued by: ¹ Jamaica Buses, Inc. (see page 523); ² Staten Island Coach Co., Inc. (see page 562).

by months, 1934: (D) Revenue car miles

December	January	February	March	April	May	June	Year July, 1933 to June, 1934
19,052,708 14,457,708 4,595,000 8,366,088 2,947,742	19,216,450 14,663,518 4,552,932 8,413,828 2,892,870	17,287,945 13,175,040 4,112,905 7,618,858 2,632,292	19,402,150 14,778,575 4,623,575 8,558,006 2,970,501	18,553,000 14,186,225 4,366,775 8,170,219 2,861,372	19,307,155 14,754,469 4,552,686 8,573,535 3,033,827	18,856,871 14,358,898 4,497,973 8,615,424 2,898,378	226,234,801 172,457,506 53,777,295 100,775,807 32,735,097
30,366,538	30,523,148	27,539,095	30,930,657	29,584,591	30,914,517	30,370,673	359,745,705
307,403 202,693 610,096	316,813 211,799 528,612	272,235 181,360 453,595	314,638 213,992 528,630	304,201 207,656 511,857	316,463 217,565 534,028	307,354 213,709 521,063	3,701,039 2,509,040 6,210,079
768,969 182,651 951,620	810,155 187,355 997,510	677,655 152,501 830,156	822,538 186,556 1,009,094	809,931 183,399 993,330	841,616 191,764 1,033,380	829,085 186,928 1,016,013	9,501,720 2,193,956 11,695,676
1,461,716	1,526,122	1,283,751	1,537,724	1,505,187	1,567,408	1,537,076	17,905,755
232,422 70,599 709,059 76,060	245,175 73,747 729,096 80,333	219,028 63,233 637,773 67,262	253,878 73,382 743,100 80,676	235,854 71,627 709,523 78,408	246,404 74,718 737,160 81,037	235,810 67,335 721,208 79,208	2,815,394 855,294 8,547,316 931,221
1,088,140	1,128,351	987,296	1,151,036	1,095,412	1,139,319	1,103,561	13,149,225
3,978,321 94,307 514	4,038,395 96,746 569	3,573,514 86,356 224	4,081,154 97,658 570	3,946,224 93,749 633	4,106,249 100,858 653	3,991,861 104,674 659	47,679,689 1,200,038 7,369
4,073,142	4,135,710	3,660,094	4,179,382	4,040,606	4,207,760	4,097,194	48,887,096
150,400 126,886 85,792	158,295 132,304 87,896	130,906 114,897 74,868	160,077 133,107 87,098	156,477 127,905 85,299	165,133 133,409 88,314	157,676 129,091 84,993	1,850,418 1,575,539 1,013,365
363,078	378,495	320,671	380,282	369,681	386,856	371,760	4,961,410
111,028	47,804	—	—	—	—	—	762,589 11,825
111,028	47,804	—	—	—	—	—	774,414
7,097,104	7,216,482	6,251,812	7,248,424	7,010,886	7,301,343	7,109,591	85,677,900
37,463,642	37,739,630	33,790,907	38,179,081	36,595,477	38,215,860	37,480,264	445,423,605

TABLE VI. Traffic statistics: Car and passenger movement

OPERATING STREET RAILWAYS	July	August	September	October	November
RAPID TRANSIT					
Interborough Rapid Transit, Recr.....	1,102,175	1,127,130	1,067,364	1,106,477	1,067,999
Subway division.....	815,798	831,812	794,775	822,345	794,549
Elevated division.....	286,377	295,318	272,589	284,132	273,450
New York Rapid Transit (B.-M. T.).....	638,274	642,299	586,402	599,140	577,799
City of New York — Ind. System Oper.....	120,499	128,849	125,460	140,554	145,070
Total.....	1,860,948	1,898,278	1,779,226	1,846,171	1,790,868
MANHATTAN SURFACE					
Third Avenue Ry. System Cos. in Man.:					
Third Avenue.....	49,740	50,463	48,498	50,654	48,759
42d St., Manh. & St. N. Ave.....	35,575	36,986	35,094	36,577	34,958
Third Ave. Ry. Sys. Cos. in Man..	85,315	87,449	83,592	87,231	83,717
Other Manhattan Companies:					
New York Railways.....	119,180	120,335	117,137	124,262	119,047
Eighth & Ninth Avenues, Recr.....	27,295	27,622	26,229	27,917	26,718
Other Manhattan Companies.....	146,476	147,967	143,366	152,179	145,766
Total.....	231,790	235,406	226,958	239,410	229,482
BRONX SURFACE					
Third Avenue Ry. System Cos. in Bronx:					
New York City Interborough.....	30,892	30,154	29,874	32,819	31,589
Southern Boulevard.....	9,231	8,521	8,855	9,396	9,063
Union.....	99,741	97,631	94,035	99,907	96,780
Westchester Electric.....	10,488	10,426	9,972	10,292	9,983
Total.....	150,352	146,732	142,736	152,414	147,415
BROOKLYN SURFACE					
Brooklyn & Queens Transit.....	510,745	506,602	487,591	509,785	490,112
South Brooklyn.....	13,321	13,192	10,811	10,641	10,241
Bush Terminal.....	1,597	1,951	1,595	1,499	1,291
Total.....	525,663	521,745	499,997	521,925	501,644
QUEENS SURFACE					
New York & Queens Transit.....	15,651	16,620	17,160	16,490	15,942
Steinway Railways, Receivers.....	16,815	17,179	16,299	16,434	15,275
Jamaica Central (to November 25, 1933) ¹	13,628	14,081	13,494	14,121	9,858
Manhattan & Queens.....	7,914	8,003	7,736	8,440	8,270
Total.....	54,008	55,883	54,689	55,485	49,345
RICHMOND SURFACE					
Richmond Railways (to January 26, 1934) ²	14,242	14,349	13,697	13,875	13,344
Southfield Beach (to September 10, 1933) ²	557	577	179		
Total.....	14,799	14,926	13,876	13,875	13,344
Total, street surface lines.....	976,612	974,692	938,256	983,109	941,230
Grand total.....	2,837,560	2,872,970	2,717,482	2,829,280	2,732,098

¹, ² Operation of the routes of these companies was continued by: ¹ Jamaica Buses, Inc. (see page 523); ² Staten Island Coach Co., Inc. (see page 562).

by months, 1934: (E) Revenue car hours

December	January	February	March	April	May	June	Year July, 1933 to June, 1934
1,099,601 814,013 285,588 601,392 155,106	1,107,375 824,934 262,441 604,290 152,309	999,036 741,790 257,246 548,717 138,681	1,121,080 831,552 289,528 615,991 156,379	1,074,925 797,896 277,029 587,638 150,688	1,115,034 829,758 285,276 616,606 159,723	1,088,669 808,093 280,576 617,906 152,523	13,076,865 9,707,315 3,369,550 7,236,454 1,728,841
1,856,099	1,863,974	1,686,434	1,893,450	1,813,251	1,891,363	1,859,098	22,039,160
50,253 35,661 85,914	50,478 36,092 86,670	44,944 32,160 77,104	50,466 36,789 87,255	48,499 35,222 83,721	50,782 37,006 87,788	49,637 36,786 86,423	593,173 428,906 1,022,079
122,518 28,126 150,644	123,820 27,688 151,608	110,555 23,836 134,391	128,143 28,485 156,628	124,314 27,276 151,590	129,481 28,042 157,523	127,543 27,187 154,730	1,466,335 326,421 1,792,756
236,558	238,078	211,495	243,883	235,311	245,311	241,153	2,814,835
32,255 9,243 100,135 10,418	33,220 9,387 100,513 10,992	31,518 8,553 92,625 10,049	34,847 9,425 103,378 11,206	31,890 9,130 97,201 10,766	33,398 9,557 100,306 11,147	32,201 9,191 98,004 10,904	384,657 109,552 1,180,256 126,643
152,051	154,112	142,745	158,856	148,987	154,408	150,300	1,801,108
503,607 10,493 1,081	505,852 10,671 1,207	457,059 9,571 933	513,817 10,708 1,533	493,823 10,349 1,469	516,293 11,119 1,356	499,149 11,555 1,303	5,994,435 132,672 16,815
515,181	517,730	467,563	526,058	505,641	528,768	512,007	6,143,922
16,504 15,674 8,560	16,912 15,823 8,628	15,449 14,301 7,745	17,529 15,949 8,657	16,890 15,285 8,362	17,818 15,965 8,305	16,947 15,428 8,478	199,912 190,427 65,182 99,098
40,738	41,363	37,495	42,135	40,537	42,088	40,853	554,619
13,331	5,576	—	—	—	—	—	88,414 1,313
13,331	5,576	—	—	—	—	—	89,727
957,859	956,859	859,298	970,932	930,476	970,575	944,313	11,404,211
2,813,958	2,820,833	2,545,732	2,864,382	2,743,727	2,861,938	2,803,411	33,443,371

TABLE VII. TRAFFIC STATISTICS: CAR

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average maximum number of cars per day ²	Regular passenger car trips	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger car hours (active and idle)
RAPID TRANSIT						
INTERBOROUGH RAPID TRANSIT, RECEIVER						
Subway Division: ³			(Round)			
West Side Subway.....	39 12	1,048	2,479,960	81,504,367	3,586,192	4,816,523
East Side Subway.....	39 33	952	2,340,436	75,799,823	3,335,192	4,231,474
Grand Central Shuttle.....	0 44	10	579,733	510,165	22,448	19,324
Queensboro Subway ⁴	11 91	142	706,787	11,090,452	487,980	639,994
Total, Subway Division ³	76 71	2,162	6,108,916	168,904,807	7,431,812	9,707,316
Elevated Division: ³						
Second Avenue Line.....	25 64	283	604,177	10,846,451	520,629	681,431
Third Avenue Line.....	17 89	483	916,003	20,083,829	964,264	1,300,128
Sixth Avenue Line ⁵	16 02	283	501,586	11,509,180	552,441	776,930
Ninth Avenue Line ⁵	15 40	247	435,090	9,929,125	476,598	611,061
Total, Elevated Division ³	58 09	1,296	2,457,456	62,373,685	2,613,932	3,369,660
Total.....	117 18	3,448	8,564,372	221,278,392	9,945,744	13,076,865
NEW YORK RAPID TRANSIT (B.-M. T.)						
Broadway (Bklyn.) — Chambers Street.....	13 39	119	687,861	9,171,565	715,382	728,409
Brighton Beach.....	22 38	253	1,433,768	18,308,254	1,441,705	1,276,127
Canarsie Shuttle.....	1 35	8	196,402	265,250	12,202	37,397
Broadway — Atlantic Avenue.....	6 66	60	249,894	1,788,439	139,498	149,844
Fulton Street.....	11 87	230	953,165	9,804,238	493,108	819,932
Fifth Avenue — Bay Ridge.....	7 32	26	214,979	1,221,533	72,480	106,534
Culver.....	11 68	80	428,485	3,942,373	221,133	312,603
Culver — Nassau.....	12 20	45	227,626	2,498,038	194,847	182,388
Fourth Avenue — 86th Street.....	14 80	126	543,798	7,743,565	604,002	586,684
Fourth Avenue — 86th Street, 95th Street.....	0 44	[126]	542,774	238,872	18,632	19,831
Broadway — Lexington Ave. — Park Row.....	11 08	89	389,835	3,121,447	160,469	273,139
Myrtle Avenue — Chambers Street.....	7 25	58	245,392	1,740,353	135,748	139,600
Fourth Avenue — Sea Beach.....	14 57	127	739,815	10,711,764	856,847	603,589
West End.....	16 98	147	718,554	9,391,759	732,977	604,644
West End — Nassau (Short Line).....	11 80	8	99,878	864,272	67,413	69,266
West End Shuttle.....	1 92	8	73,217	143,001	8,335	16,034
Myrtle Avenue — Park Row.....	7 54	62	451,283	2,730,581	139,717	246,593
Franklin Avenue — Chambers Street ⁶	20 68	117	65,957	638,027	49,766	38,074
14th Street — Canarsie.....	9 81	120	840,431	7,969,142	621,593	591,322
Flushing ⁴	6 15	85	569,848	3,496,560	182,358	290,759
Astoria ⁴	2 43	85	536,270	1,303,132	67,958	143,669
Total.....	111 55	1,673	10,209,232	97,092,165	6,936,170	7,236,418
CITY OF NEW YORK — INDEPENDENT SYSTEM OPERATION						
Eighth Avenue Line.....	14 73	208	(Round) 420,628	14,697,779	875,747	782,834
Prospect Park & Coney Island Line ¹²	3 79	264	129,161	12,786,225	760,423	705,863
Bronx Concourse Line ¹³	16 95	15 57	476,828	3,437,561	203,277	190,203
Queens Boulevard Line ¹⁴	9 69	12	156,018	699,320	41,261	46,941
Brooklyn Crosstown Line ¹⁴	2 24	12				
Total.....	33 24	533	1,182,635	31,620,885	1,880,708	1,725,841
Total, rapid transit.....	17 253 39	5,654	(Round) 14,851,623	349,991,442	18,762,622	22,039,124

¹ The length of route entered in the table represents total line operated, exclusive of duplications for sub-routes and branch routes; the total length of all routes for any company is the net mileage after deducting duplications on account of track used for two or more routes.

² Allowance is made for routes not operated the entire year by using weighted averages which take into account duration of operation.

³ In case of rapid transit lines, the number of passengers carried on each route cannot be given. Where figures are given for the Interborough Rapid Transit and City of New York — Independent System Operation, they represent fares collected or tickets sold at stations assigned to the particular route.

⁴ Astoria and Flushing lines of the Queensboro subway are operated by the Interborough Rapid Transit and the New York Rapid Transit; fares are collected by the Interborough and the total apportioned between the companies on the basis of a joint count of passengers carried on the trains of each company during a specified week in September of each year.

⁶ On Sixth and Ninth Avenue Lines, passenger traffic originating south of Rector Street and hal

AND PASSENGER MOVEMENT BY ROUTES, 1934

REVENUE PASSENGERS		TRANSFERS				Revenue and transfer passengers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Respondent	Associated companies	Foreign companies				
(²)									
761,867,466			36		(⁶)	761,867,466	\$38,093,373 30	24.0	\$4 20
48,428,862						48,428,862	2,421,443 10	21.8	3 78
810,296,328			36		(⁶)	810,296,328	40,514,816 40	24.0	4 17
40,627,432			12			40,627,432	2,031,371 60	18.7	2 98
85,357,741			15			85,357,741	4,267,887 05	21.2	3 28
74,279,626			12			74,279,626	3,713,981 30		
20,335,948			16			20,335,948	1,016,797 40	22.1	3 41
220,600,747			55			220,600,747	11,030,037 35	21.1	3 27
1,030,897,075			7 91		(⁶)	1,030,897,075	\$51,544,853 75	23.3	\$3 94
			10	10 1					
			10						
			9	10 1					
			5						
			3						
			9						
			9	10 2					
			7						
			9						
			9						
			11						
			9						
			2		(⁶)				
606,434,205		11 290,321	7 102	4	(⁶)	606,434,205	\$30,321,710 31	31.2	\$4 19
(²)									
125,059,879						125,059,879	\$6,252,993 95	42.5	\$7 99
24,752,308						24,752,308	1,237,615 40	9.7	1 75
9,535,006						9,535,006	476,750 30	13.9	2 51
2,310,970						2,310,970	115,548 50	16.5	2 46
161,658,163						161,658,163	\$8,082,908 15	25.6	\$4 68
1,798,989,443		290,321	7 193	4	(⁶)	1,798,989,443	\$89,949,472 21	25.7	\$4 08

of the southbound traffic on the 59th Street Station is arbitrarily classed as Ninth Avenue, that north of 59th Street as Sixth Avenue, while all other data are applicable to the separate lines.

² See note 4 above.

⁷ Represents the number of stations at which passengers may transfer from trains operated over one route to those operated over another route, or from local to express trains or vice versa.

⁸ Summer operation; line discontinued from September 2, 1933 to May 30, 1934.

⁹ On a yearly basis, 30.

¹⁰ Transfer points to surface cars of Brooklyn & Queens Transit.

¹¹ Transfers collected from surface car passengers; see note 10 above.

¹² Operation begun October 7, 1933.

¹³ Operation begun July 1, 1933.

¹⁴ Operation begun August 19, 1933.

¹⁵ On a yearly basis, 50.

¹⁶ On a yearly basis, 11.

¹⁷ Net, after excluding 8.58 miles for duplication of Flushing and Astoria lines; see note 4 above.

TABLE VII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average maximum number of cars per day ²	Regular passenger car trips	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger car hours (active and idle)
MANHATTAN SURFACE						
THIRD AVENUE RAILWAY SYSTEM						
COMPANIES IN MANHATTAN						
THIRD AVENUE						
Third Avenue	12 01	57	(Round) 111,818	2,039,256	104,002	320,867
125th Street Crosstown ³	2 07	⁴ 18	91,132	353,426	18,025	57,781
Kingsbridge	6 38	17	59,352	687,985	35,087	99,479
Broadway Branch ⁴	2 68	22	25,443	136,375	6,955	20,527
Broadway & 145th Street	2 58	5	30,130	153,981	7,853	25,265
59th Street Crosstown	1 76	14	99,826	320,085	13,764	69,254
Fares returned (deduct)						
Total	19 63	133	417,701	3,691,108	185,686	593,173
42d St., MANH. & ST. N. AVE.						
42d Street Crosstown	1 90	40	(Round) 189,946	644,377	28,411	138,968
Broadway Branch ⁴	5 58	⁷ 49	114,302	1,404,278	71,618	222,946
Tenth Avenue	4 91	16	60,335	459,694	23,444	66,992
Fares returned (deduct)						
Total	8 63	105	364,583	2,508,349	123,473	428,906
THIRD AVENUE RY. SYSTEM COS. IN MANHATTAN						
	28 26	238	(Round) 782,284	6,199,457	309,159	1,022,079
OTHER MANHATTAN COMPANIES						
NEW YORK RAILWAYS						
Lexington Avenue	7 75	56	(Round) 128,561	1,787,467	83,120	253,389
Fourth & Madison Avenue	8 33	48	105,560	1,514,130	55,858	231,188
Sixth Avenue	2 67	21	109,617	575,395	25,760	96,453
Broadway & Seventh Avenue	5 05	36	112,588	1,120,671	49,354	181,639
Columbus & Lenox Avenue	4 58	15	75,565	689,178	27,367	92,683
Seventh Avenue & Delancey Street	4 35	32	59,747	504,900	18,185	92,172
116th Street	2 28	10	92,755	411,431	14,812	61,453
86th Street	1 72	8	67,104	229,220	8,259	36,656
34th Street	2 35	27	128,816	600,797	23,357	104,600
23d Street	2 08	23	125,377	522,843	19,785	87,071
14th Street	3 30	35	170,264	1,098,623	43,801	172,013
8th Street	2 28	10	74,409	330,954	11,924	57,018
Total	38 95	321	1,250,363	9,385,609	381,582	1,466,335
EIGHTH & NINTH AVENUES, RECEIVER						
Eighth Avenue	10 27	40	(Round) 90,434	1,537,839	49,211	208,281
Ninth Avenue	7 96	18	55,734	656,117	20,996	118,140
Total	18 23	58	146,168	2,193,956	70,207	326,421
Other Manhattan Companies						
	57 18	379	(Round) 1,396,531	11,579,565	451,789	1,792,756
Total, Manhattan Surface	85 44	617	(Round) 2,178,815	17,779,022	760,948	2,814,835

¹, ² See these notes on preceding double page.³ The figures reported for the 125th Street Crosstown Line include the operation of the Willis Avenue Line of the Union over the Third Avenue's tracks on 125th Street.⁴ The Broadway Branch of the 42d St., Manh. & St. N. Ave. operates over its own tracks to 125th Street, from which point operation is continued over the tracks of the Third Avenue. The latter operates no route called "Broadway Branch" but each company is credited with fares collected over its portion of track. Each company reports statistics applicable to its portion of operation and these statistics are shown separately in the tabulation of the "Broadway Branch."⁵ Of which 9 represent Third Avenue cars and 9, Union (Willis Avenue) cars; see note 3 above and note 5 on following double page.⁶ The 59th Street Crosstown has joint-fare passengers with the Broadway Line of the 42d St. Manh. & St. N. Ave., the former receiving two cents for each joint passenger, the latter receiving three cents.⁷ Exclusive of 22 cars reported by Third Avenue; see note 4 above.

passenger movement by routes, 1934 — Continued

REVENUE PASSENGERS		TRANSFERS			Revenue and transfer passengers combined	PASSENGER RECEIPTS			
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —			Amount	Per car mile (cents)	Per car hour	
			Respondent	Associated companies	Foreign companies				
(At 2 cents)									
20,037,338		2,341,591	5	3		22,378,929	\$1,001,866 90	49 1	\$3 12
2,916,007		301,365	2	2		3,217,372	145,800 35	41 3	2 52
6,072,911		409,629	4	1		6,482,540	303,645 55	44 1	3 05
893,256		117,613	4	1		1,010,869	44,662 80	32 7	2 18
1,199,152		64,084	3	1		1,263,236	59,957 60	38 9	2 37
4,054,313	* 1,150,151	1,395,763	1	2		6,600,227	225,718 67	70 5	3 26
9 842						9,842	492 10		
35,163,135	1,150,151	4,630,045	19	10		40,943,331	\$1,781,159 77	48 3	\$3 00
(At 3 cents)									
11,545,379		1,039,104	2	1		12,584,483	\$577,268 95	89 6	\$4 15
16,502,221	* 1,150,151	936,109	4	7		18,588,481	859,615 58	61 2	3 86
4,016,289		287,868	3	2		4,304,157	200,814 45	43 7	3 00
9,573						9,573	478 65		
32,054,316	1,150,151	2,263,081	9	10		35,467,548	\$1,637,220 33	65 3	\$3 82
67,217,451	* 2,300,302	6,893,126	28	20		76,410,879	\$3,418,380 10	55 1	\$3 34
(At 7 cents) 9									
19,902,657	413,044	761,444	11			21,077,145	\$1,024,045 93	57 3	\$4 04
13,144,586	371,570	995,580	10			14,511,736	683,239 20	45 1	2 96
6,943,349	521,447	475,084	4			7,939,880	383,668 74	66 7	3 98
13,141,635	601,650	908,097	7			14,651,382	699,197 25	62 4	3 85
5,337,225	10 68,566	33,079	3		12 1	5,438,870	269,898 13	39 2	2 91
3,184,340	254,094	330,078	11			3,768,512	177,003 58	35 1	1 92
2,957,706	11 90,207	384,410	5		12 1	3,432,323	154,009 44	37 4	2 51
858,034	22,079	304,584	2			1,184,697	44,447 23	19 4	1 21
6,987,438	478,384	600,670	8			8,066,492	382,858 78	63 7	3 66
5,908,140	582,366	477,451	7			6,967,957	336,172 62	64 3	3 86
13,915,366	740,672	1,131,554	8			15,787,592	747,615 34	68 1	4 35
2,291,324	259,812	424,422	9			2,975,558	132,753 04	40 1	2 33
94,571,800	4,403,891	6,826,453	83		2	105,802,144	\$5,034,909 28	53 6	\$3 43
(At 3.8 cents)									
10,658,268						10,658,268	\$532,913 40	34 7	\$2 56
4,053,504	33,674				12 2	4,087,178	203,954 81	31 1	1 73
14,711,772	33,674				2	14,745,446	\$736,868 21	33 6	\$2 26
109,283,572	13 4,437,565	6,826,453	83		1	120,547,590	\$5,771,777 49	49 8	\$3 22
176,501,023	14 6,737,867	13,719,579	111	20	4	196,958,469	\$9,190,157 59	51 7	\$3 26

⁹ Includes a duplication of 1,150,151 representing joint passengers; see note 6 above.¹⁰ Unless otherwise specified. The 7-cent fares included in this column represent 5-cent passengers purchasing 2-cent transfers.¹¹ Of which 30,392 were at 1.2 cents.¹² Of which 3,282 were at 1.2 cents.¹³ Two lines of the New York Railways transfer to the Ninth Avenue line of the Eighth & Ninth Avenues — the Columbus and Lenox Avenue line at 65th Street and Columbus Avenue, and the 116th Street Crosstown line at 106th Street and Amsterdam Avenue — under a joint passenger agreement, the New York Railways receiving 1.2 cents for each joint passenger, and the Eighth & Ninth Avenues, 3.8 cents.¹⁴ Includes a duplication of 33,674, representing joint passengers of the New York Railways with the Eighth & Ninth Avenues (see note 12 above).¹⁵ Includes a duplication of 1,183,825 passengers; see notes 8 and 13 above.

TABLE VII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Aver- age maxi- mum number of cars per day ²	Regular passenger car trips	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger car hours (active and idle)
BRONX SURFACE						
THIRD AVENUE RAILWAYS SYSTEM COMPANIES IN BRONX						
NEW YORK CITY INTERBOROUGH						
Zoological Park.....	6.27	21	(Round) 61,972	775,256	37,664	99,836
180th Street Crosstown.....	6.15	16	70,343	866,668	42,463	116,071
Ogden Avenue.....	2.63	6	46,348	243,951	10,779	34,569
University Avenue.....	4.24	12	61,812	522,476	25,138	67,091
149th Street Crosstown.....	2.63	13	73,980	389,158	19,847	67,090
Fares returned (deduct).....						
Total.....	19.28	68	314,455	2,797,509	135,891	384,657
SOUTHERN BOULEVARD						
138th St. & Third Ave. to Pelham Bay Park.....	5.05	19	(Round) 84,182	850,459	37,746	109,552
UNION						
Boston Road.....	5.10	20	(Round) 71,523	730,820	32,140	106,379
Westchester Avenue.....	5.12	22	92,698	950,416	41,818	133,509
177th Street (Tremont Avenue).....	5.22	22	87,986	918,901	40,623	128,244
138th Street Crosstown.....	2.65	8	47,969	254,268	8,694	38,564
Sedgwick Avenue.....	0.98	1	21,216	42,159	1,816	7,202
Morris Avenue.....	1.74	4	42,531	148,371	5,055	21,378
163d Street Crosstown.....	3.78	14	70,267	532,759	25,234	79,365
Bailey Avenue.....	2.16	1	7,733	26,277	1,156	3,995
Williamsbridge.....	4.10	9	48,463	398,506	16,196	49,720
Webster and White Plains Avenue.....	7.53	28	79,202	1,193,756	57,392	143,887
207th Street Crosstown.....	2.45	10	70,217	343,219	17,416	57,462
167th Street Crosstown.....	3.89	17	78,143	608,167	26,827	97,917
Clason Point.....	3.22	6	60,767	392,418	17,266	41,288
St. Ann's Avenue.....	1.81	4	45,151	164,208	5,618	24,387
Pelham Bay Park.....	1.27	2	42,585	108,301	4,692	14,233
Willis Avenue ³	8.16	527	75,335	1,231,289	58,398	174,836
Shuttle, 128th — 138th Street.....	0.49	1	33,498	33,493	1,140	5,813
Broadway — Yonkers Line ⁴	1.60	25	105,736	338,355	14,273	41,635
McLean Avenue ⁴	1.35	6	34,311	92,640	3,902	10,266
Fares returned (deduct).....						
Total.....	⁵ 54.80	227	1,115,331	8,508,323	379,656	1,180,080
WESTCHESTER ELECTRIC						
Mt. Vernon — Subway ⁶	2.10	5	(Round) 39,961	167,699	7,138	23,277
Pelham Manor.....	2.23	2	18,119	80,425	3,376	9,687
Broadview — Hudson Park.....	1.06	1	21,416	41,157	1,677	7,437
Glen Island.....	1.84	3	29,401	109,018	4,521	15,630
New Rochelle — Subway ⁶	5.40	10	39,316	426,447	18,203	52,677
Webster Avenue.....	1.76	2	26,985	95,298	3,907	13,699
Fifth Avenue — Mt. Vernon ⁷	0.49	1	11,479	11,159	379	4,233
Miscellaneous (deduct).....						
Total ⁸	13.23	24	186,677	931,203	39,201	126,640
Total, Bronx Surface.....						
	92.36	338	(Round) 1,700,645	13,087,494	502,494	1,800,929

^{1, 2} See these notes on first double page of this table.³ Exclusive of operation of the Willis Avenue line over Third Avenue tracks on 125th Street; see note 3 on preceding double page.⁴ Represents operation of lines of the Yonkers Railroad over Union Railway track in New York City.⁵ Exclusive of 9 cars used for operation on 125th Street; see note 3 on preceding double page.

passenger movement by routes, 1934 — Continued

REVENUE PASSENGERS		TRANSFERS				Revenue and transfer passengers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Respondent	Associated companies	Foreign companies				
6,711,695		2,713,554	5	5		9,425,249	\$335,584 75	43 3	\$3 36
8,706,897		3,197,015	3	6		11,903,912	435,344 85	50 2	3 75
2,082,133		441,199	1	2		2,523,332	104,106 65	42 7	3 01
5,070,662		1,506,244	5	3		6,576,906	253,533 10	48 5	3 78
5,096,946		1,900,168		4		6,997,114	254,847 30	65 5	3 80
8,335						8,335	416 75		
27,659,998		9,758,180	14	20		37,418,178	\$1,382,999 90	49 4	\$3 60
8,082,372		4,028,582		9		12,110,954	\$404,118 60	47 5	\$3 69
6,706,359		2,614,391	8	3		9,320,750	\$335,317 95	45 9	\$3 15
8,889,377		3,380,322	8	3		12,269,699	444,468 85	46 8	3 33
9,297,614		4,292,188	6	4		13,589,802	464,880 70	50 6	3 62
1,889,798		674,448	3	1		2,564,246	94,489 90	37 2	2 45
164,497		29,257	1	1		193,754	8,224 85	19 5	1 14
944,860		539,633	3	1		1,534,493	47,243 00	31 8	2 21
5,814,586		2,215,383	5	2		8,029,969	290,729 30	54 6	3 66
62,139		31,888	2	4		94,027	3,106 95	11 8	0 78
2,808,032		1,273,186	5	2		4,081,218	140,401 60	35 2	2 82
11,615,499		3,643,274	8	4		15,258,773	580,774 95	48 7	4 04
4,512,056		2,079,467	2	2		6,591,523	225,602 80	65 7	3 93
7,901,636		2,811,114	5	2		10,712,750	395,081 80	65 0	4 03
3,037,226		943,809	2	1		3,981,035	151,861 30	38 7	3 68
1,085,166		655,731	4	1		1,740,897	54,258 30	33 0	2 22
761,970		621,639	1			1,383,609	38,098 50	35 2	2 68
10,491,442		4,462,198	8	4		14,953,640	524,572 10	42 6	3 00
34,464		29,466	1			63,930	1,723 20	5 1	0 30
3,238,705						3,238,705	161,935 25	47 9	3 89
1,040,742						1,040,742	52,037 10	56 2	5 07
30,446						30,446	1,522 30		
80,265,722		30,347,394	72	35		110,613,116	\$4,013,286 10	47 2	\$3 40
2,014,291		290,149	2	2		2,304,440	\$100,714 55	60 1	\$4 33
183,380		56,560	3			239,940	9,169 00	11 4	0 95
124,950		38,936	2			163,886	6,247 50	15 2	0 84
438,437		94,698	2			533,135	21,921 85	20 1	1 40
4,252,317		357,446	7	2		4,609,763	212,615 85	49 9	4 04
541,946		84,174	2			626,120	27,097 30	28 4	1 98
16,115		90				16,205	805 75	7 2	0 19
9,965						9,965	998 25		
7,551,471		922,053	18	4		8,473,524	\$377,573 55	40 5	\$2 98
123,559,563		45,056,209	104	68		168,615,772	\$6,177,978 15	47 2	\$3 43

* Only Mt. Vernon — Subway and New Rochelle — Subway lines enter New York City.

† Operation commenced January 5, 1934.

‡ Trolley operation only. For bus operation see abstract of Company's returns, page 458.

§ Consists of 13,085 revenue transfers presented by the County Transportation for redemption, \$654.25 (the credit for these transfers sold is included above) and 6,880 fares returned, \$344.

TABLE VII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Aver- age maxi- mum number of cars per day ²	Regular passenger car trips	Car miles (active) of regular passenger	Car-seat miles (active) of regular passenger (thousands)	Regular passenger car hours (active and idle)
BROOKLYN SURFACE						
BROOKLYN AND QUEENS TRANSIT			(Single)			
Bushwick Avenue.....	3.23	7	104,091	321,514	10,610	47,395
Bergen Street.....	9.21	24	188,582	1,141,072	38,796	156,496
Broadway.....	6.29	18	135,456	807,010	29,052	102,387
Church Avenue.....	6.39	25	206,116	1,309,118	65,456	159,104
Coney Island Avenue.....	5.83	18	194,988	1,052,961	36,341	105,719
Court Street.....	3.15	11	181,752	490,799	23,558	64,055
Crosstown & 58th Street.....	7.36	37	225,720	1,414,835	67,912	200,238
Crosstown — Park Row ³	3.63	¹⁰ 7	56,034	203,761	9,781	25,659
Cypress Hills.....	1.72	2	59,970	100,557	3,218	14,824
DeKalb Avenue and Coney Island.....	16.01	35	314,432	1,538,690	75,396	204,774
Eighth Avenue.....	2.72	7	119,288	309,073	10,612	42,702
86th Street.....	6.78	13	123,651	740,468	26,357	84,726
Franklin Avenue.....	11.00	21	202,615	964,169	48,208	123,195
Fifth Avenue.....	7.27	35	282,977	1,650,351	82,518	211,201
15th Street.....	2.97	9	116,610	346,134	11,769	49,213
Flatbush Avenue.....	9.52	55	356,268	2,312,604	122,568	298,664
Flushing Avenue.....	6.72	25	158,906	1,044,437	60,577	121,198
Flushing — Ridgewood.....	7.87	22	162,903	1,193,652	59,683	130,806
Fulton Street.....	5.94	20	166,508	858,540	46,361	107,076
Gates Avenue.....	6.57	32	287,000	1,334,053	72,038	176,024
Graham Avenue.....	6.84	26	210,110	1,205,598	69,925	160,082
Grand Street.....	6.26	12	135,535	554,245	18,844	65,876
Grand Street Shuttle ⁴	[1.03]	1	312	306	10	78
Greenpoint.....	3.37	9	52,284	262,419	8,397	35,143
Holy Cross Shuttle.....	0.33	1	16,278	7,137	228	2,062
Sackett Street.....	4.04	8	88,533	363,083	12,345	48,839
Hamilton Avenue.....	3.93	15	161,877	604,712	28,399	73,583
Junction Avenue.....	2.40	7	129,074	281,751	10,831	39,457
Jamaica Avenue.....	6.31	24	179,262	1,122,921	40,425	140,495
Lorimer Street.....	6.14	23	171,326	1,032,071	51,604	136,725
Meeker Avenue ⁵	[1.27]	¹¹ 3	5,056	6,194	198	1,018
Myrtle Avenue.....	6.21	14	143,741	607,678	26,102	82,452
Marcy Avenue ⁶	[2.78]	¹¹ 6	6,422	21,307	724	2,843
Meeker — Marcy Avenues ⁶	2.29	5	84,646	185,157	5,958	27,998
Metropolitan Avenue.....	7.89	26	210,782	1,191,371	59,569	143,758
Nostrand Avenue.....	5.85	30	256,437	1,588,629	79,431	195,342
Nostrand Avenue Shuttle.....	2.20	9	215,977	468,551	23,427	46,461
Nassau Avenue.....	1.02	6	182,428	180,188	5,796	36,310
New Lots Avenue.....	1.74	7	178,194	306,476	9,773	42,882
Ocean Avenue.....	6.75	16	164,523	1,019,431	50,971	104,555
Park Avenue ⁶	[5.24]	¹¹ 7	2,448	9,426	302	1,368
Park Circle Subway ⁷	[2.16]	¹¹ 2	20,359	42,256	1,384	5,069
Putnam Avenue.....	6.79	38	283,339	1,622,422	87,611	201,133
Carried forward.....	—	701	6,538,810	31,817,127	1,493,065	4,018,986

¹, ² See these notes on first double page of this table.³ Operation commenced January 1, 1934.⁴ Operation discontinued July 10, 1933.⁵ Operation discontinued July 23, 1933.⁶ Operation commenced July 24, 1933.⁷ Operation discontinued December 16, 1933.⁸ Unless otherwise specified; 7-cent fares referred to in the following notes are reported as 5-cent passengers purchasing 2-cent transfers. See also note 36, page 237.⁹ Consists of free and 2-cent transfers collected.

passenger movement by routes, 1934 — Continued

REVENUE PASSENGERS		TRANSFERS			Revenue and transfer passengers combined	PASSENGER RECEIPTS			
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANS-FER POINTS TO CARS OF —			Amount	Per car mile (cents)	Per car hour	
			Re-spond-ent	Asso-ciated com-pa-nies	For-eign com-pa-nies				
	(At 5 cents) ¹	(²)							
1,350,671	52,166	30,825	8			1,433,662	\$69,098 53	21 5	\$1 46
6,345,349	¹² 1,232,548	1,250,309	25			8,829,206	389,614 33	34 1	2 49
3,900,928	¹³ 405,902	175,654	18	²¹ 1		4,482,484	214,249 62	26 5	2 09
10,509,885	¹⁴ 396,320	289,557	2			11,195,762	537,719 53	41 1	3 38
4,815,740	¹⁵ 932,205	392,160	1			6,140,105	284,439 55	27 0	2 69
3,694,611	174,946	401,602	10			4,271,159	189,978 93	38 7	2 99
13,350,101	370,445	495,099	13			14,215,645	678,618 40	48 0	3 39
1,337,094	57,842	79,782	1			1,474,718	68,589 96	33 7	2 67
312,829	¹⁶ 14,821	1,963	1			329,613	16,164 60	16 1	1 09
11,842,110	¹⁷ 1,914,050	1,453,098	39			15,209,258	707,650 92	46 0	3 46
1,776,599	¹⁸ 123,528	545,054	1			2,445,181	93,648 15	30 3	2 19
3,737,486	¹⁹ 359,807	220,848	1			4,318,141	201,036 83	27 1	2 37
5,578,801	²⁰ 1,087,212	708,616	18			7,371,329	339,766 05	35 2	2 76
12,815,681	²¹ 1,815,674	1,601,883	12	²¹ 1		16,233,238	734,556 05	44 5	3 48
1,300,869	²² 368,969	288,388	5			1,956,226	87,568 04	25 3	1 78
15,928,584	²³ 1,073,016	1,807,196	25			21,808,896	983,372 36	42 5	3 29
6,881,428	²⁴ 277,139	351,000	10			7,309,567	342,600 25	32 5	2 83
7,075,208	318,500	492,242	4			7,886,950	363,365 40	30 4	2 78
6,570,878	353,505	178,818	9			7,103,201	339,149 05	39 5	3 17
11,982,609	295,704		11			12,278,313	608,001 57	45 6	3 45
8,147,752	252,125	393,276	14			8,793,155	414,951 35	34 4	2 59
2,371,299	²⁵ 117,309	276,591	9			2,765,199	122,128 14	22 0	1 85
301						301	15 05	4 9	0 19
802,493	16,845	52,789	9			872,127	40,630 00	15 5	1 16
25,400	1,190					29,590	1,455 71	20 4	0 70
1,636,550	²⁶ 221,015	170,201	9			2,027,766	95,265 99	26 2	1 95
3,198,299	164,953	407,754	4			3,771,006	164,863 54	27 3	2 24
1,618,877	108,458	369,322	2			2,091,657	83,947 59	29 8	2 13
7,054,434	²⁷ 448,388	55,987				7,558,809	368,412 82	32 8	2 62
6,562,798	269,012	558,283	4			7,390,093	336,210 26	32 6	2 46
27,646	908	5,395				33,949	1,409 54	22 8	1 38
3,687,996	120,946		7			3,808,942	188,028 18	30 9	2 28
46,057	²⁸ 3,690	1,865				51,612	2,488 15	11 7	0 88
944,285	24,436		8			868,721	42,947 33	23 2	1 53
6,824,776	295,159		6			7,119,935	350,093 57	29 4	2 44
13,105,285	553,116	351,155	14			14,009,566	671,857 73	42 3	3 44
3,318,147	²⁹ 297,837	889,563	2			4,505,547	180,643 22	33 6	3 89
1,360,624	50,365	1,068,425	5			2,479,414	69,542 15	38 6	1 92
2,129,356	80,510	631,020	2			2,840,886	108,883 10	35 5	2 54
6,294,603	³⁰ 453,880	536,094	1			7,284,577	334,523 15	32 8	3 20
25,146	³¹ 3,613	2,682				31,441	1,472 97	15 6	1 08
117,642	5,911					123,553	6,059 43	14 3	1 20
11,108,964	579,786		10			11,688,750	572,841 78	35 3	2 85
214,215,991	15,693,751	16,529,498	319	2		246,439,240	11,407,858 87		

¹⁰ On a yearly basis, 4.¹¹ On a yearly basis, 1.¹²⁻²¹ Of which 7-cent fares included are: ¹² 883,011; ¹³ 175,654; ¹⁴ 8,392; ¹⁵ 392,160; ¹⁶ 1,963; ¹⁷ 1,453,098; ¹⁸ 27,809; ¹⁹ 84,208; ²⁰ 705,616; ²¹ 982,545; ²² 286,388; ²³ 118,692; ²⁴ 5,367; ²⁵ 1,098; ²⁶ 170,201; ²⁷ 55,987; ²⁸ 1,865; ²⁹ 145,019; ³⁰ 154,415; ³¹ 2,682.²² Transfer point to the Broadway Elevated Line of the New York Rapid Transit at the Marcy Avenue station.²³ Transfer point to the Fourth Avenue Subway Line of the New York Rapid Transit at the 86th Street station.

TABLE VII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average maximum number of cars per day ²	Regular passenger car trips	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger car hours (active and idle)
BROOKLYN SURFACE --- <i>Concluded</i>						
BROOKLYN & QUEENS TRANSIT --- <i>Concluded</i>						
Carried forward.....		701	(Single) 6,558,810	31,817,127	1,493,066	4,018,965
Richmond Hill.....	4.22	30	337,303	1,198,550	59,887	154,339
Reid Avenue.....	4.89	27	238,656	1,197,561	59,878	154,126
Ralph --- Rockaway.....	5.54	34	237,092	1,637,505	90,063	202,177
Ralph Avenue Shuttle.....	1.42	5	121,488	174,904	5,626	30,432
Rockaway Parkway ³	[2 11]	⁹ 4	9,592	19,998	680	2,324
Seventh Avenue.....	3.29	15	187,674	566,129	30,571	85,374
St. Johns Place.....	4.80	20	214,516	855,603	42,780	117,465
Sumner Avenue.....	3.03	8	118,234	352,556	11,987	50,770
Sea Gate.....	3.15	9	138,702	400,300	20,015	53,491
Smith Street.....	10.50	19	203,802	877,569	43,808	109,609
65th Street --- Bay Ridge.....	4.94	12	207,536	737,073	36,854	82,747
65th Street --- Fort Hamilton ⁴	[3.97]	6	109,273	239,609	7,963	28,506
Third Avenue.....	⁸ 6.86	13	127,510	582,635	19,523	71,240
Tompkins Avenue.....	4.60	27	262,212	1,187,173	59,359	149,766
Utica Avenue.....	3.54	14	173,708	588,806	29,440	71,674
Union Street.....	3.53	10	115,688	404,655	13,016	56,152
Union Avenue.....	4.96	11	94,968	420,459	14,500	59,092
Vanderbilt Avenue.....	4.17	18	172,102	668,540	22,730	91,850
West End.....	5.59	12	124,697	635,789	23,926	73,383
Wilson Avenue.....	5.95	24	167,454	1,132,778	55,506	139,049
Gravesend --- Church Avenue (90%) ⁵	4.44	8	90,261	400,694	23,240	48,838
Wilson Avenue --- Brooklyn Bridge ⁶	5.27	6	55,936	260,243	8,848	33,422
Brooklyn Bridge ⁷	[1.14]					
Williamsburg Bridge ⁷	[1.56]					
Cortelyou Road Bus.....	2.90	6	118,617	334,687	13,694	35,598
Flatbush --- Bergen Beach Bus.....	1.68	1	50,814	35,805	770	6,205
Greenpoint Avenue Bus.....	3.70	10	122,758	488,084	15,231	48,535
Total.....	223.59	1,047	10,339,403	47,214,832	2,202,960	5,975,149
SOUTH BROOKLYN						
Gravesend Avenue.....	5.67	13	(Single) 126,946	717,797	24,405	69,887
Norton's Point.....	1.18	11	273,280	319,638	13,425	45,074
Gravesend --- Church Avenue (10%) ⁵	4.44	1	10,029	44,522	2,582	5,424
Gravesend --- Church Avenue (to Coney Island) ³⁷	³⁷ 4.17	³⁸ 7	3,156	12,922	749	1,299
Norton's Point Bus.....	0.65	1	93,034	60,542	1,633	9,118
Total.....	7.50	28	506,445	1,155,421	42,794	130,802
BUSH TERMINAL						
Seventh Ave. & 28th St. to First Ave. & 58th St.....	1.59	1	(Round) 2,090	4,164	166	2,090
Total, Brooklyn Surface.....	232.68	1,076	(Round) 5,425,015	48,374,417	2,245,920	6,108,041

¹ See these notes on first double page of table.² Operation discontinued August 4, 1933.³ Operation discontinued June 24, 1934.⁴ Operated jointly by the Brooklyn & Queens Transit and South Brooklyn.⁵ Commenced operation July 24, 1933.⁷ Local Bridge passengers carried by lines operating over the Bridge.⁸ The length of this route was increased 1.90 miles when 65th Street --- Fort Hamilton Line was discontinued.⁹ On a yearly basis, 1.¹⁰ See note 8 on preceding double page.¹¹ Consists of free and 2-cent transfers collected.¹²⁻³¹ Of which 7-cent fares included are: ¹² 62,392; ¹³ 754,441; ¹⁴ 291,000; ¹⁵ 54,776; ¹⁶ 201,059; ¹⁷ 459,916; ¹⁸ 165,224; ¹⁹ 121,955; ²⁰ 566,213; ²¹ 111,723; ²² 48,009; ²³ 913; ²⁴ 49,637; ²⁵ 105,605; ²⁶ 111,823; ²⁷ 349,430; ²⁸ 22,052; ²⁹ 384,280; ³⁰ 38,932; ³¹ 29,712.

passenger movement by routes, 1934 — Continued

REVENUE PASSENGERS		TRANSFERS				Revenue and transfer passengers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Respondent	Associated companies	Foreign companies				
(At 3 cents) ¹⁰		(11)							
214,215,991	16,693,751	16,629,498	319	2		246,489,240	\$11,407,858 87		
9,896,353	12 540,296	62,392				10,499,041	513,522 21	42 8	\$3 33
9,615,758	13 1,210,273	754,441	18			11,580,472	547,273 79	45 7	3 55
9,748,651	14 648,514	621,789	16			11,018,954	518,527 97	31 7	2 56
1,198,580	15 99,221	649,459	1			1,947,260	65,096 67	37 2	2 14
62,108	4,589					66,697	3,243 07	16 2	1 40
4,922,619	16 405,756	201,059	17			5,539,434	266,845 99	47 1	3 13
5,967,369	17 685,607	743,391	20			7,396,367	337,333 30	39 4	2 87
2,150,138	18 241,512	165,224	14			2,556,874	121,361 22	34 4	2 39
2,263,308	19 299,404	121,955	4	33 1		2,684,667	127,025 72	31 7	2 37
5,528,057	20 937,701	566,213	23			7,031,971	327,182 40	37 3	2 98
3,823,779	21 364,430	158,589				4,346,798	206,590 77	28 0	2 50
1,026,430	22 136,928	76,934				1,240,292	57,349 70	23 9	2 01
2,507,477	23 137,383	913	7	34 1		2,645,773	129,531 86	22 2	1 82
9,058,056	24 516,447	690,117	14			10,264,620	470,381 69	39 6	3 14
3,591,007	25 256,825	105,605	1			3,953,437	191,479 30	32 5	2 67
1,733,795	26 200,610	111,823	4			2,046,228	97,180 97	24 0	1 73
1,821,359	74,589	73,553	4			1,969,501	93,305 62	22 2	1 58
3,504,681	27 553,209	349,430	17			4,407,320	205,807 52	30 8	2 24
2,870,379	28 249,827	22,052				3,142,258	151,895 84	23 9	2 07
6,724,228	29 691,357	901,274	13			8,316,859	372,323 33	32 9	2 68
2,448,331	96,451	181,402				2,726,184	125,310 11	31 3	2 57
599,767	30 63,823	38,932	21			702,522	33,460 32	12 9	1 00
	31 1,160,579					1,160,579	29,123 63		
	7,453,198					7,453,198	223,595 90		
2,015,037	31 308,619	388,127	1	35 1		2,711,783	111,198 89	33 2	3 12
22,909	5,021	32,338	1			60,268	1,296 09	3 6	0 21
1,671,926	70,149		2			1,742,075	85,700 77	17 6	1 77
308,998,093	33,106,069	23,546,510	517	36 5		365,650,672	\$16,820,803 52	35 6	\$2 82
(At 3 cents) ¹⁰									
3,271,741	33 146,907	357,085	1	(40)		3,775,733	\$173,870 39	24 2	\$2 49
5,046,658		207,733	1	41 1		5,254,391	252,332 97	78 9	5 60
272,039	10,713	20,158		42 1		302,910	13,923 34	31 3	2 57
64,065	33 1,001	1,001				66,067	3,273 37	25 3	2 52
153,906		277,244				431,150	7,695 30	12 7	0 84
8,808,409	158,621	863,221	2	40 2		9,830,251	\$451,095 37	39 0	\$3 45
(At 2 cents)									
	2,638					2,638	\$52 76	1 3	\$0 03
317,806,502	33,267,328	24,409,731	519	7		375,483,561	\$17,271,951 65	35 7	\$2 83

¹⁰ Of these, 1,138,746 were at 2½ cents.¹¹ To the Norton's Point Line of the South Brooklyn.¹² To the Fourth Avenue Subway Line of the New York Rapid Transit at 86th Street Station.¹³ To the Gravesend-Church Avenue Line of the South Brooklyn.¹⁴ Exclusive of 2 free and 65 2-cent transfer points to buses of the Brooklyn Bus Corp.; the transfer passengers and the revenue from the collection of the 2-cent transfers, however, is included in this table.¹⁵ Represents 100% operation for the periods of August 6th to September 10, 1933, and May 30th to June 30th, 1934, of the extension of the Gravesend-Church Avenue Line to Coney Island.¹⁶ On a yearly basis, 2.¹⁷ At 7 cents.¹⁸ Exclusive of three 2-cent transfer points to buses of the Brooklyn Bus Corp.; see note 36 above.¹⁹ See note 33 above.²⁰ See note 35 above.

TABLE VII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average maximum number of cars per day ²	Regular passenger car trips	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger car hours (active and idle)
QUEENS SURFACE						
NEW YORK & QUEENS TRANSIT			(Round)			
Jackson Avenue.....	4.08	12	51,112	462,478	17,598	53,054
College Point and Jamaica.....	8.43	17	65,534	1,004,031	45,182	108,442
Calvary.....	4.78	9	41,494	359,677	13,804	38,407
Total.....	17.29	38	158,140	1,826,186	76,584	199,903
STEINWAY RAILWAYS, RECEIVERS			(Round)			
Jackson Avenue.....	2.85	3	32,481	152,857	4,909	18,821
Steinway Avenue.....	4.51	19	78,847	714,226	32,416	81,331
Dutch Kills.....	4.23	6	29,812	251,855	9,493	29,915
Flushing Avenue.....	1.87	3	31,937	119,977	3,852	16,330
Ravenswood.....	2.94	6	30,997	176,696	5,699	22,341
Broadway.....	2.26	4	36,021	159,882	5,146	21,189
Fares returned (deduct).....						
Total.....	15.10	41	240,095	1,575,493	61,515	190,427
JAMAICA CENTRAL ⁴			(Round)			
Liberty Avenue — Belmont Park (to Nov. 25, 1933).....	[6.83]	⁵ 25	40,053	375,423	15,017	49,107
Jamaica — Hook Creek (to Nov. 25, 1933).....	[5.74]	⁶ 10	14,930	146,305	5,852	16,075
Total.....	[12.57]	15	54,983	521,728	20,869	65,182
MANHATTAN & QUEENS			(Round)			
Queens Boulevard.....	10.69	28	45,148	999,197	51,459	98,024
Queensborough Bridge (Industrial Center).....	2.09	[15]	2,383	9,973	503	1,074
Total.....	10.83	28	47,531	1,009,170	51,962	99,098
Total, Queens Surface.....	43.22	122	(Round) 500,749	4,932,577	210,930	554,610
RICHMOND SURFACE			(Round)			
RICHMOND RAILWAYS ³						
Main Line — north (to Jan. 21, 1934).....	[6.89]	¹⁰ 8	19,739	270,637	10,883	25,835
Main Line — south (to Jan. 7, 1934).....	[3.87]	¹⁰ 7	21,199	165,498	6,966	18,802
Bull's Head (to Dec. 31, 1933).....	[2.94]	¹¹ 2	9,822	60,642	2,228	6,968
Jersey Street (to Dec. 31, 1933).....	[1.87]	¹² 4	13,680	49,421	1,844	7,289
Castleton Avenue (to Jan. 14, 1934).....	[3.59]	¹³ 10	18,656	131,584	5,799	18,379
Silver Lake (to Jan. 26, 1934).....	[2.68]	¹² 4	15,503	84,807	3,768	11,141
Total.....	[19.34]	18	98,599	762,589	31,488	88,414
SOUTHFIELD BEACH ⁹			(Round)			
South Beach — Midland Beach (to Sept. 10, 1933).....	[1.57]	²⁰ 2	3,783	11,825	531	1,313
Total, Richmond surface.....		19	(Round) 102,382	774,414	32,019	89,727
Total, street surface lines.....	453.70	2,172	(Round) 9,907,606	84,947,924	3,842,311	11,368,142
Grand total.....	707.09	7,826	(Round) 24,759,229	434,939,366	22,604,933	33,407,266

¹, ² See these notes on first double page of this table.³ Exclusive of transfer points to buses of the Queens-Nassau Transit Lines: Jackson Avenue, 1; College Point & Jamaica, 1; total, 2.⁴ Operation of these routes was continued by the Jamaica Buses, Inc. (see page 523).⁵ On a yearly basis, 11.⁶ On a yearly basis, 4.⁷ Unless otherwise specified.⁸ Of these, 14,510 were at 2½ cents.⁹ Operation of these routes was continued by the Staten Island Coach Co., Inc. (see page 562).¹⁰ On a yearly basis, 4.¹¹ On a yearly basis, 1.¹² On a yearly basis, 2.

passenger movement by routes, 1934 — Concluded

REVENUE PASSENGERS		TRANSFERS				Revenue and transfer passengers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Respondent	Associated companies	Foreign companies				
2,420,228		286,478	1	(3)		2,706,706	\$121,011 44	26.2	\$2 28
7,209,480		304,378	1	(3)		7,513,858	360,473 97	35.9	3 32
2,427,667						2,427,667	121,383 33	33.7	3 16
12,057,375		590,856	2	(3)		12,648,231	\$602,868 74	33.0	\$3 02
487,805		150,257	3			638,062	\$24,390 25	16.0	\$1 30
5,579,973		395,450	6			5,975,423	278,998 65	39.1	3 43
1,113,915		64,869	5			1,178,784	55,695 75	22.1	1 86
487,797		141,878	3			629,675	24,389 85	20.3	1 49
1,039,195		219,418	3			1,258,613	51,959 75	29.4	2 27
798,821		176,713	4			975,534	39,941 05	25.0	1 88
2,845						2,845	142 25		
9,504,661		1,148,585	24			10,653,246	\$475,233 05	30.2	\$2 50
2,749,449		43,725	[1]			2,793,174	\$137,472 45	36.6	\$2 80
891,654		31,670	[1]			923,324	44,582 70	30.5	2 77
3,641,103		75,395	[2]			3,716,498	\$182,055 15	34.9	\$2 79
8,209,032	(At 3 cents) ⁷					8,223,150	\$410,875 14	41.1	\$4 19
	14,118					14,802	371 51	3.7	0 35
	⁸ 14,802								
8,209,032	28,920					8,237,952	\$411,246 65	40.8	\$4 15
33,412,171	28,920	1,814,836	26			35,255,927	\$1,671,403 59	33.9	\$3 01
	(At 8 cents) ⁷								
	¹⁴ 834,699	154,097	[4]			988,796	\$63,757 59	23.6	\$2 47
	¹⁵ 787,733	108,971	[2]			896,704	60,305 99	36.4	3 21
	¹⁶ 158,116	45,471	[1]			203,587	11,013 75	18.2	1 58
	¹⁷ 116,926	32,076	[3]			149,002	9,129 88	18.5	1 25
	¹⁸ 594,832	91,638	[5]			686,470	45,837 71	34.8	2 49
	¹⁹ 172,690	18,584	[3]			191,274	12,893 08	15.2	1 16
	2,664,996	450,837	[18]			3,115,833	\$202,938 00	26.6	\$2 30
67,772						67,772	\$3,388 60	28.7	\$2 58
67,772	2,664,996	450,837				3,183,605	\$206,326 60	26.6	\$2 30
651,347,031	²¹ 42,699 111	85,451,192	760	²² 95	4	779,497,334	\$34,517,817 58	40.6	\$3 04
2,450,336,474	²¹ 42,699,111	85,741,513	953	²² 99	²³ 4	2,578,777,098	\$124,467,289 79	28.6	\$3 73

¹³ On a yearly basis, 5.¹⁴ Of these, 1,470 were at 7½ cents and 60,220 at 3 cents.¹⁵ Of these, 2,667 were at 7½ cents and 53,986 at 3 cents.¹⁶ Of these, 128 were at 7½ cents and 32,698 at 3 cents.¹⁷ Of these, 29 were at 7½ cents and 4,481 at 3 cents.¹⁸ Of these, 1,070 were at 7½ cents and 34,870 at 3 cents.¹⁹ Of these, 103 were at 7½ cents and 18,432 at 3 cents.²⁰ On a yearly basis, 1.²¹ Includes a duplication of 1,183,825 joint fare passengers; see notes 8 and 13, page 231.²² Exclusive of transfer points to bus lines.²³ See note 6, page 229.

TABLE VIII. OPERATING RATIOS,

OPERATING STREET RAILWAYS	Revenue car miles (Table IV)	REVENUE PER CAR MILE (Cents)	
		From transportation	Other operating revenues
RAPID TRANSIT			
Interborough Rapid Transit, Recr.....	226,234,801	22.78	2.20
Subway division.....	172,457,506	23.49	2.19
Elevated division.....	53,777,295	20.51	2.20
New York Rapid Transit (B.-M. T.).....	100,775,807	30.09	1.27
City of New York — Independent System Operation...	32,735,097	24.69	0.57
Total.....	359,745,705	25.00	1.79
MANHATTAN SURFACE			
Third Avenue Ry. System Companies in Manhattan:			
Third Avenue.....	3,701,039	48.13	26.38
42d St., Manh. & St. N. Ave.....	2,509,040	65.25	0.33
Third Ave. Ry. System Cos. in Manhattan.....	6,210,079	55.05	15.85
Other Manhattan Companies:			
New York Railways.....	9,501,720	52.99	1.63
Eighth & Ninth Avenues, Recr.....	2,193,956	33.59	0.70
Other Manhattan Companies.....	11,695,676	49.35	1.46
Total.....	17,905,755	51.33	6.44
BRONX SURFACE			
Third Avenue Ry. System Companies in Bronx:			
New York City Interborough.....	2,815,394	49.34	0.21
Southern Boulevard.....	855,294	47.47	0.11
Union.....	8,547,316	47.18	1.45
Westchester Electric.....	931,221	40.55	6.09
Total.....	13,149,225	47.19	1.42
BROOKLYN SURFACE			
Brooklyn & Queens Transit.....	47,679,689	35.28	0.68
South Brooklyn.....	1,200,038	161.81	17.10
Bush Terminal.....	7,369	12,153.35	13.64
Total.....	48,887,096	36.25	1.09
QUEENS SURFACE			
New York & Queens Transit.....	1,850,418	32.58	0.09
Steinway Railways, Receivers.....	1,575,539	30.16	0.38
Jamaica Central (to November 25, 1933).....	522,088	34.87	0.21
Manhattan & Queens.....	1,013,365	40.58	0.23
Total.....	4,961,410	33.69	0.23
RICHMOND SURFACE			
Richmond Railways (to January 26, 1934).....	762,589	26.61	0.48
Southfield Beach (to September 10, 1933).....	11,825	28.66	2.24
Total.....	774,414	26.64	0.51
Total, street surface lines.....	85,677,900	40.84	2.20
Grand total.....	445,423,605	28.05	1.87

¹ Most of respondent's revenue is derived from freight.

1934: (A) Per car mile

OPERATING EXPENSES PER CAR MILE (Cents)						Taxes per car mile (cents)
Main- tenance	OPERATION OF		Injuries and damages	General and miscel- laneous (including traffic) expenses	Total	
	Power plant	Cars				
5.93	2.37	6.09	0.54	0.80	15.73	1.24
5.56	3.03	5.04	0.54	0.65	14.82	0.57
7.13	0.25	9.43	0.55	1.29	18.65	3.40
4.87	4.96	6.81	0.71	0.90	18.25	1.92
4.38	4.98	8.20	0.65	0.78	18.99	.....
5.49	3.33	6.48	0.60	0.83	16.73	1.32
16.37	4.93	14.16	4.60	2.77	42.83	7.69
12.88	4.89	15.52	3.96	2.74	39.99	3.47
14.96	4.91	14.71	4.34	2.76	41.68	5.99
13.25	4.38	17.32	4.24	3.09	42.28	4.75
9.51	7.57	12.72	0.81	2.67	33.28	2.59
12.65	4.98	16.45	5.60	3.01	40.69	4.54
13.38	4.96	15.85	3.85	2.93	40.97	4.91
10.15	4.14	11.79	4.15	2.03	32.26	2.97
10.22	4.04	11.48	3.63	1.98	31.35	2.69
11.25	4.01	12.04	3.90	2.07	33.27	3.13
13.23	4.41	12.67	3.80	1.75	35.86	2.04
11.09	4.06	12.00	3.93	2.03	33.11	2.99
6.71	4.69	11.04	2.98	1.56	26.98	2.02
8.04	0.77	20.36	3.40	4.00	36.57	13.80
188.56	0.12	395.69	.....	624.90	1,209.27	206.34
6.77	4.59	11.33	2.99	1.71	27.39	2.34
9.61	2.85	9.92	2.28	3.38	28.04	2.07
8.36	4.37	10.40	2.11	1.95	27.19	1.01
4.68	4.88	11.16	2.99	5.72	29.43	1.30
9.40	5.91	12.21	1.75	3.45	32.72	1.32
8.65	4.17	10.67	2.19	3.19	28.87	1.50
7.75	5.13	10.41	1.87	4.75	29.91	1.09
2.80	3.77	11.89	13.97	11.48	43.91	13.41
7.68	5.11	10.43	2.05	4.85	30.12	1.28
8.93	4.57	12.33	3.26	2.13	31.22	2.92
6.16	3.57	7.60	1.11	1.08	19.52	1.63

TABLE VIII. Operating ratios, 1934:

OPERATING STREET RAILWAYS	Total operating revenues (Table XII)	PER CENT OF TOTAL		
		OPERATING		
		Operation of		
		Maintenance	Power plant	Cars
RAPID TRANSIT				
Interborough Rapid Transit, Recr.....	\$56,513,097 95	23.75	9.48	24.36
Subway division.....	44,298,356 94	21.64	11.80	19.63
Elevated division.....	12,214,741 01	31.38	1.09	41.53
New York Rapid Transit (B.-M. T.).....	31,604,770 61	15.55	15.82	21.70
City of New York—Independent System Operation.....	8,267,934 37	17.33	19.73	32.46
Total.....	\$96,385,802 93	20.51	12.44	24.19
MANHATTAN SURFACE				
Third Avenue Ry. System Cos. in Manhattan:				
Third Avenue.....	\$2,757,491 62	21.96	6.62	19.01
42d St., Manh. & St. N. Ave.....	1,645,412 55	19.64	7.46	23.67
Third Ave. Ry. System Cos. in Man..	4,402,904 17	21.09	6.93	20.75
Other Manhattan Companies:				
New York Railways.....	5,190,007 04	24.25	8.02	31.71
Eighth & Ninth Avenues, Recr.....	752,167 42	27.74	22.07	37.10
Other Manhattan Companies.....	5,942,174 46	24.69	9.80	32.39
Total.....	\$10,345,078 63	23.16	8.58	27.44
BRONX SURFACE				
Third Avenue Ry. System Cos. in Bronx:				
New York City Interborough.....	\$1,395,255 77	20.48	8.36	23.80
Southern Boulevard.....	406,961 53	21.48	8.49	24.12
Union.....	4,156,443 66	23.14	8.24	24.77
Westchester Electric.....	434,314 90	28.37	9.46	27.17
Total.....	\$6,392,975 86	22.81	8.36	24.68
BROOKLYN SURFACE				
Brooklyn & Queens Transit.....	\$17,145,563 65	18.66	13.04	30.71
South Brooklyn.....	947,029 97	10.18	0.98	25.80
Bush Terminal.....	159,685 54	8.70	0.01	18.26
Total.....	\$18,252,279 16	18.13	12.30	30.35
QUEENS SURFACE				
New York & Queens Transit.....	\$604,609 74	29.41	8.73	30.36
Steinway Railways, Receivers.....	481,254 36	27.37	14.32	34.03
Jamaica Central (to November 25, 1933).....	183,173 03	13.35	13.90	31.79
Manhattan & Queens.....	413,607 75	23.02	14.48	29.93
Total.....	\$1,682,644 88	25.51	12.30	31.46
RICHMOND SURFACE				
Richmond Railways (to January 26, 1934).....	\$206,598 49	28.62	18.94	38.41
Southfield Beach (to September 10, 1933).....	3,653 60	9.07	12.19	38.48
Total.....	\$210,252 09	28.28	18.82	38.41
Total, street surface lines.....	\$36,883,230 62	20.75	10.61	28.64
Grand total.....	\$133,269,033 55	20.57	11.93	25.42

(B) Proportionate disposition of revenue

OPERATING REVENUES DEVOTED TO —							Net corporate income for the year	Ratio (per cent) of other income to operating revenue
EXPENSES			Taxes	Interest deduc- tions	Rent deduc- tions	Other deduc- tions		
Injuries and damages	General and miscel- laneous (including traffic) expenses	Total						
2.17	3.21	62.97	4.96	21.80	9.41	2.45	D 1.52	0.07
2.10	2.53	57.70	2.20	20.82	6.64	2.36	10.35	0.07
2.44	5.66	82.10	14.97	25.33	19.47	2.77	D 44.57	0.07
2.26	2.87	58.20	6.14	21.21	1.00	3.48	11.51	1.54
2.56	3.11	75.19					24.89	0.08
2.23	3.09	62.46	4.92	19.73	5.85	2.58	5.01	0.55
6.17	3.72	57.48	10.32	81.85	0.18	1.38	D 9.86	41.35
6.04	4.17	60.98	5.30	17.50	11.76	0.00	4.62	0.16
6.12	3.89	58.78	8.44	57.80	4.51	0.86	D 4.44	25.95
7.76	5.67	77.41	8.69	28.36	2.40	3.02	D 18.35	1.53
2.35	7.80	97.06	7.56	16.02	3.17		D 20.62	3.19
7.08	5.93	79.89	8.55	26.80	2.50	2.64	D 18.64	1.74
6.67	5.06	70.91	8.50	40.00	3.35	1.88	D 12.60	12.04
8.38	4.08	65.10	6.00	3.40	12.92	2.40	11.38	1.20
7.63	4.17	65.89	5.65	8.41	13.00	0.05	7.25	0.25
8.01	4.26	68.42	6.43	10.86	10.27	0.02	6.48	2.48
8.15	3.74	76.89	4.38	37.88	11.54		D 22.86	7.83
8.08	4.18	68.11	6.15	10.91	11.11	0.54	5.60	2.42
8.27	4.34	75.02	5.62	8.21	2.85	0.06	12.03	3.79
4.31	5.07	46.34	17.49	10.36	5.88		23.08	3.15
.....	28.83	55.80	9.52	22.77	13.61		D 1.54	0.16
8.00	4.59	73.37	6.27	8.45	3.10	0.06	12.48	3.73
6.98	10.35	85.83	6.34	1.31	3.53	0.09	3.07	0.17
6.91	6.38	89.01	3.31	0.08	10.36		D 2.48	0.28
8.52	16.31	83.87	3.69	1.09	7.38		5.38	1.41
4.29	8.45	80.17	3.23	20.86	9.07		D 12.97	0.36
6.47	9.40	85.14	4.42	5.74	7.26	0.03	D 2.21	0.38
6.88	17.54	110.39	4.02		1.63		D 12.97	3.07
45.21	37.16	142.11	43.39	50.91	6.47		D 142.88	.....
7.55	17.88	110.94	4.70	0.88	1.72		D 15.23	3.01
7.57	4.95	72.52	6.78	17.56	4.74	0.65	3.43	5.68
3.71	3.61	65.24	5.44	19.13	5.54	2.04	4.58	1.97

TABLE VIII. Operating ratios

OPERATING STREET RAILWAYS	Revenue passengers (Table V)	REVENUE PER PASSENGER (Cents)	
		From passengers	Other operating revenues ¹
RAPID TRANSIT			
Interborough Rapid Transit, Recr.....	1,030,897,075	5.00	0.48
Subway division.....	810,296,328	5.00	0.47
Elevated division.....	220,600,747	5.00	0.54
New York Rapid Transit (B.-M. T.).....	606,434,205	5.00	0.21
City of New York — Independent System Operation..	161,658,163	5.00	0.11
Total.....	1,798,989,443	5.00	0.36
MANHATTAN SURFACE			
Third Avenue Ry. System Companies in Manhattan:			
Third Avenue.....	36,313,286	4.90	2.69
42d St., Manh. & St. N. Ave.....	33,204,467	4.93	0.02
Third Ave. Ry. System Cos. in Man.....	69,517,753	4.92	1.42
Other Manhattan Companies:			
New York Railways.....	98,975,691	5.09	0.16
Eight & Ninth Avenues, Recr.....	14,745,446	5.00	0.10
Other Manhattan Companies.....	113,721,137	5.08	0.16
Total.....	183,238,890	5.02	0.63
BRONX SURFACE			
Third Avenue Ry. System Companies in Bronx:			
New York City Interborough.....	27,659,998	5.00	0.04
Southern Boulevard.....	8,082,372	5.00	0.04
Union.....	80,265,722	5.00	0.18
Westchester Electric.....	7,551,471	5.00	0.75
Total.....	123,559,563	5.00	0.17
BROOKLYN SURFACE			
Brooklyn & Queens Transit.....	342,104,162	4.92	0.09
South Brooklyn.....	8,967,030	5.03	5.53 ²
Bush Terminal.....	2,638	2.00	(³)
Total.....	351,073,830	4.92	0.28
QUEENS SURFACE			
New York & Queens Transit.....	12,057,375	5.00	0.01
Steinway Railways, Receivers.....	9,504,661	5.00	0.06
Jamaica Central (to November 25, 1933).....	3,641,103	5.00	0.03
Manhattan & Queens.....	8,237,952	4.99	0.03
Total.....	33,441,091	5.00	0.03
RICHMOND SURFACE			
Richmond Railways (to January 26, 1934).....	2,664,996	7.61	0.14
Southfield Beach (to September 10, 1933).....	67,772	5.00	0.39
Total.....	2,732,768	7.55	0.14
Total, street surface lines.....	694,046,142	4.97	0.34
Grand total.....	2,493,035,585	4.99	0.35

¹ All street railway operating revenue other than passenger revenue.² The South Brooklyn derives most of its revenue from freight.³ The Bush Terminal derives most of its operating revenues from freight. Ratios based on

1934: (C) Per revenue passenger

OPERATING EXPENSES PER REVENUE PASSENGERS (Cents)						Taxes per revenue passenger (cents)
Main- tenance	OPERATION OF		Injuries and damages	General and miscel- laneous (including traffic) expenses	Total	
	Power plant	Cars				
1.30	0.52	1.33	0.12	0.18	3.45	0.27
1.18	0.65	1.07	0.11	0.14	3.15	0.12
1.74	0.06	2.30	0.14	0.31	4.55	0.83
0.81	0.82	1.13	0.12	0.15	3.03	0.32
0.89	1.01	1.66	0.13	0.16	3.85	.....
1.10	0.67	1.30	0.12	0.16	3.35	0.26
1.67	0.50	1.44	0.47	0.28	4.36	0.78
0.97	0.37	1.17	0.30	0.21	3.02	0.26
1.34	0.44	1.31	0.39	0.24	3.72	0.53
1.27	0.42	1.66	0.41	0.30	4.06	0.46
1.41	1.13	1.89	0.12	0.40	4.95	0.39
1.29	0.51	1.69	0.37	0.31	4.17	0.46
1.31	0.43	1.55	0.38	0.28	4.00	0.48
1.03	0.42	1.20	0.42	0.21	3.28	0.30
1.03	0.43	1.22	0.38	0.21	3.32	0.28
1.20	0.43	1.28	0.41	0.22	3.54	0.33
1.63	0.54	1.56	0.47	0.22	4.42	0.25
1.18	0.43	1.28	0.42	0.21	3.52	0.32
0.94	0.65	1.54	0.41	0.22	3.76	0.28
1.07	0.10	2.72	0.46	0.54	4.89	1.85
(³)	(³)	(³)	.....	(³)	(³)	(³)
0.94	0.64	1.58	0.41	0.24	3.81	0.33
1.47	0.44	1.52	0.35	0.52	4.30	0.32
1.39	0.73	1.72	0.35	0.32	4.51	0.17
0.67	0.70	1.60	0.43	0.82	4.22	0.19
1.16	0.73	1.50	0.22	0.42	4.03	0.16
1.28	0.62	1.58	0.33	0.47	4.28	0.22
2.22	1.47	2.98	0.53	1.36	8.56	0.31
0.49	0.66	2.07	2.44	2.00	7.66	2.34
2.13	1.45	2.95	0.58	1.33	8.54	0.36
1.10	0.57	1.52	0.40	0.26	3.85	0.36
1.10	0.64	1.36	0.20	0.19	3.49	0.29

revenue passengers would be as follows: Other operating revenue, \$60.51; Maintenance, \$5.27; Operation of power plant, \$0.00+; Operation of cars, \$11.05; General and miscellaneous expenses, \$17.46; Total operating expenses, \$33.78; Taxes, \$5.76.

TABLE VIII. Operating ratios,

OPERATING STREET RAILWAYS	Revenue car hours (Table IV)	PER CAR HOUR		
		Revenue from trans- porta- tion	Opera- tion of cars	Total operating expenses
RAPID TRANSIT				
Interborough Rapid Transit, Recr.....	13,076,865	\$3 94	\$1 05	\$2 72
Subway division.....	9,707,315	4 17	0 90	2 63
Elevated division.....	3,369,550	3 27	1 51	2 98
New York Rapid Transit (B.-M. T.).....	7,236,454	4 19	0 95	2 54
City of New York—Independent System Operation.....	1,725,841	4 68	1 56	3 60
Total.....	22,039,160	\$4 08	\$1 06	\$2 73
MANHATTAN SURFACE				
Third Avenue Ry. System Cos. in Manhattan:				
Third Avenue.....	593,173	\$3 00	\$0 88	\$2 67
42d St., Manh. & St. N. Ave.....	428,906	3 82	0 91	2 34
Third Ave. Ry. System Cos. in Man.....	1,022,079	3 34	0 89	2 53
Other Manhattan Companies:				
New York Railways.....	1,466,335	3 43	1 12	2 74
Eighth & Ninth Avenues, Recr.....	326,421	2 26	0 85	2 24
Other Manhattan Companies.....	1,792,756	3 22	1 07	2 66
Total.....	2,814,835	\$3 26	\$1 01	\$2 61
BRONX SURFACE				
Third Avenue Ry. System Companies in Bronx:				
New York City Interborough.....	384,657	\$3 61	\$0 86	\$2 36
Southern Boulevard.....	109,552	3 71	0 90	2 45
Union.....	1,180,256	3 42	0 87	2 41
Westchester Electric.....	126,643	2 98	0 93	2 64
Total.....	1,801,108	\$3 45	\$0 88	\$2 42
BROOKLYN SURFACE				
Brooklyn & Queens Transit.....	5,994,435	\$2 81	\$0 88	\$2 15
South Brooklyn.....	132,672	15 59	1 84	3 31
Bush Terminal.....	16,815	19 44	1 73	5 30
Total.....	6,143,922	\$2 88	\$0 90	\$2 18
QUEENS SURFACE				
New York & Queens Transit.....	199,912	\$3 02	\$0 92	\$2 60
Steinway Railways, Receivers.....	190,427	2 50	0 86	2 25
Jamaica Central (to November 25, 1933).....	65,182	2 79	0 89	2 36
Manhattan & Queens.....	99,098	4 15	1 25	3 35
Total.....	554,619	\$3 01	\$0 95	\$2 58
RICHMOND SURFACE				
Richmond Railways (to January 26, 1934).....	88,414	\$2 30	\$0 90	\$2 58
Southfield Beach (to September 10, 1933).....	1,313	2 58	1 07	3 95
Total.....	89,727	\$2 30	\$0 90	\$2 60
Total, street surface lines.....	11,404,211	\$3 07	\$0 93	\$2 35
Grand total.....	33,443,371	\$3 74	\$1 01	\$2 60

¹ Respondent derives most of its revenue from freight.

1934: (D) Miscellaneous

Average miles of running track operated (Table IV)	PER MILE OF TRACK		Car-seat miles (Table IV)	PER CAR-SEAT MILE	
	Revenue from transportation	Total operating expenses		Revenue from transportation (cents)	Total operating expenses (cents)
355.74	\$144,895	\$100,038	9,945,743,588	0.52	0.36
233.29	173,667	109,563	7,431,811,508	0.55	0.34
122.45	90,078	81,892	2,513,932,080	0.44	0.40
289.93	104,583	63,444	6,936,170,005	0.44	0.27
113.08	71,480	54,979	1,880,708,197	0.43	0.33
758.75	\$118,550	\$79,340	18,762,621,790	0.48	0.32
39.55	\$45,036	\$40,075	185,685,828	0.96	0.85
22.83	71,714	43,947	123,473,184	1.33	0.81
62.98	54,799	41,492	309,159,012	1.11	0.84
83.10	60,589	48,344	381,582,330	1.32	1.05
37.10	19,862	19,678	70,206,560	1.05	1.04
120.20	48,018	39,496	451,788,890	1.28	1.05
183.58	\$50,335	\$40,178	760,947,902	1.21	0.96
38.89	\$35,722	\$23,357	135,891,232	1.02	0.67
10.24	39,648	26,188	37,745,657	1.08	0.71
113.94	35,395	24,959	379,655,718	1.06	0.75
20.46	18,455	16,321	39,201,323	0.96	0.85
183.53	\$33,813	\$23,725	592,493,930	1.05	0.73
428.94	\$39,215	\$29,987	2,202,959,799	0.76	0.58
17.41	42,607	25,206	42,794,316	1.73	1.03
3.76	42,202	23,700	166,560	195.27	53.50
450.11	\$39,371	\$29,750	2,245,920,675	0.79	0.60
33.84	\$17,816	\$15,334	76,583,517	0.79	0.68
30.20	15,736	14,185	61,515,196	0.77	0.70
9.25	19,682	16,609	20,869,120	0.87	0.74
22.32	18,425	14,857	51,962,251	0.79	0.64
95.61	\$17,482	\$14,983	210,930,084	0.79	0.68
18.66	\$10,876	\$12,222	31,487,501	0.64	0.72
0.51	6,644	10,181	531,224	0.64	0.98
19.17	\$10,763	\$12,167	32,018,725	0.64	0.73
931.00	\$37,588	\$28,729	3,842,311,316	0.91	0.70
1,689.75	\$73,943	\$51,455	22,604,933,106	0.55	0.38

TABLE IX. CASUALTIES, 1934: PERSONS KILLED

OPERATING STREET RAILWAYS	FATALITIES ¹			
	Pas- sengers	Em- ployees	Others	Total
RAPID TRANSIT				
Interborough Rapid Transit, Recr.....	79	14	.....	93
New York Rapid Transit (B.-M. T.) ⁴	41	6	9	56
Total.....	120	20	9	149
MANHATTAN SURFACE				
Third Avenue Ry. System Cos. in Manhattan:				
Third Avenue.....		1	3	4
42d St., Manh. & St. N. Ave.....	1	.....	1	2
Third Ave. Ry. System Cos. in Man.....	1	1	4	6
Other Manhattan Companies:				
New York Railways.....			4	4
Eighth & Ninth Avenues, Recr.....	1		3	4
Other Manhattan Companies.....	1		7	8
Total.....	2	1	11	14
BRONX SURFACE				
Third Avenue Ry. System Cos. in Bronx:				
New York City Interborough.....				
Southern Boulevard.....			1	1
Union.....	1		6	7
Westchester Electric.....				
Total.....	1		7	8
BROOKLYN SURFACE				
Brooklyn & Queens Transit ⁴	1	2	20	23
South Brooklyn ⁴			1	1
Brooklyn-Manhattan Transit ⁵		1	.....	1
Total.....	1	3	21	25
QUEENS SURFACE				
New York & Queens Transit.....		1	.....	1
Steinway Railways, Receivers.....			1	1
Jamaica Central (to November 25, 1933).....				
Manhattan & Queens.....	1		.....	1
Total.....	1	1	1	3
RICHMOND SURFACE				
Richmond Railways (to January 26, 1934).....			1	1
Southfield Beach (to September 10, 1933).....				
Total.....			1	1
Total, street surface lines.....	5	5	41	51
Grand total.....	125	25	50	200

NOTE.— Figures include passengers, employees and others. There are no data for City of New York — Independent System Operation. Bush Terminal reports no accidents.

¹ Includes deaths occurring within ten days after and resulting from accident.

² Includes contusions, dislocations, lacerations, loss of an eye, burns resulting in destruction of skin, asphyxiation, fractures, internal injuries and all injuries resulting in death subsequent to ten days after accident.

³ Includes scratches, slight cuts, sprains, burns causing only redness of skin and injuries not requiring the services of a physician.

OR INJURED AND EXTENT OF INJURY

SERIOUS INJURIES ²								Total fatalities and serious injuries	Minor injuries ³	Total fatalities and injuries
Fractured skull	Amputated limb	Broken limb	Other serious injury	Total	THEREOF AMONG —					
					Passengers	Employees	Others			
23 41	3 1	103 160	37 58	176 260	157 234	18 15	1 11	269 316	18,081 5,512	18,350 5,828
74	4	263	95	436	391	33	12	585	23,593	24,178
3 3	1 1	4 3 7	31 17 48	39 20 59	3 7 10	3 1 4	33 12 45	43 22 65	736 444 1,180	779 466 1,245
10 1 11	2 2	40 40	26 26	78 1 79	23 23	8 1 9	47 47	82 5 87	2,416 292 2,708	2,498 297 2,795
14	3	47	74	138	33	13	92	152	3,888	4,040
1 2 .....	..... ..... .....	2 3 8 1	11 8 53 1	14 11 63 2	5 4 15 1	1 4	8 7 44 1	14 12 70 2	435 178 1,584 8	449 190 1,654 10
3	.....	14	73	90	25	5	60	98	2,205	2,303
44 4	3	119 5	64 2	230 11	54 3	16 2	160 6	253 12 1	4,514 159 54	4,767 171 55
48	3	124	66	241	57	18	166	266	4,727	4,993
1 2 ..... .....	..... 1	1 1 2	33 7 12 84	35 11 12 86	16 41	1 2	18 9 12 45	36 12 12 87	182 161 22 198	218 173 34 285
3	1	4	136	144	57	3	84	147	563	710
..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	1 1	14 1 15	15 1 16
68	7	189	349	613	172	39	402	664	11,398	12,062
142	11	452	444	1,049	563	72	414	1,249	34,991	36,240

⁴ See note 5.⁵ Represents casualties of the Williamsburgh Power Plant Corp. applicable to both rapid transit and surface companies of the B.-M. T. System.⁶ In addition the Westchester Electric reports casualties due to car operations outside of New York City, as follows: Fatalities, 1; Serious injuries, 3; Minor injuries, 82; total casualties, 86. For casualties due to Bus operations, see abstract of Company's returns, page 459.

TABLE X. CLAIMS ON ACCOUNT OF

OPERATING STREET RAILWAYS	ACTIVE WITHIN THE YEAR		
	Pending at beginning of year	Brought during year	Total
RAPID TRANSIT			
Interborough Rapid Transit (to Aug. 25, 1932).....	2,932	101	3,033
Interborough Rapid Transit, Recr. (from Aug. 26, 1932).....	969	2,745	3,714
New York Rapid Transit (B.-M. T.) ¹	2,889	1,110	3,999
Total.....	6,790	3,956	10,746
MANHATTAN SURFACE			
Third Avenue Railway System Companies in Manhattan:			
Third Avenue.....	480	243	723
42d St., Manh. & St. N. Ave.....	429	207	636
Third Ave. Ry. System Cos. in Manhattan.....	909	450	1,359
Other Manhattan Companies:			
New York Railways.....	1,074	969	2,043
Eighth & Ninth Avenues, Recr.....	542	77	619
Other Manhattan Companies.....	1,616	1,046	2,662
Total.....	2,525	1,496	4,021
BRONX SURFACE			
Third Avenue Railway System Companies in Bronx:			
New York City Interborough.....	347	186	533
Southern Boulevard.....	183	76	259
Union.....	1,559	603	2,162
Westchester Electric ²	84	21	105
Total.....	2,173	886	3,059
BROOKLYN SURFACE			
Brooklyn & Queens Transit ¹	11,155	3,190	14,345
South Brooklyn ¹	267	96	363
Brooklyn-Manhattan Transit ¹	988	305	1,293
Total.....	12,410	3,591	16,001
QUEENS SURFACE			
New York & Queens Transit.....	18	52	70
Steinway Railways Receivers.....	124	74	198
Jamaica Central (to November 25, 1933).....	59	15	74
Manhattan & Queens.....	55	32	87
Total.....	256	173	429
RICHMOND SURFACE			
Richmond Railways (to January 26, 1934).....	24	19	43
Southfield Beach (to September 10, 1933).....	1	.....	1
Total.....	25	19	44
Total, street surface lines.....	17,389	6,165	23,554
Grand total.....	24,179	10,121	34,300

NOTE.— There are no data for City of New York — Independent System Operation. Bush Terminal reports none.

¹ See note 3.

² Exclusive of damage suits on account of Bus operation; see abstract of respondent's returns, page 459.

INJURIES, 1934: (A) Damage suits

Settled before trial by payment to claimant	DISPOSED OF DURING THE YEAR				Pending at close of year
	Judgment rendered	Case dismissed	Claim otherwise disposed of	Total	
4931	54	.....	411	465	1,637
1,625	48	.....	287	335	1,754
554	65	13	249	327	3,118
3,110	167	13	947	1,127	6,509
238	32	74	113	219	266
199	13	50	32	95	342
497	45	124	145	314	608
574	47	8	186	241	1,228
.....	27	17	7	51	568
674	74	25	193	292	1,796
1,011	119	149	338	606	2,404
194	17	74	39	130	209
93	3	38	16	57	109
550	82	119	147	348	1,264
20	2	.....	19	21	64
857	104	231	221	556	1,646
1,479	440	40	964	1,444	11,422
31	15	2	21	38	294
.....	.....	1	210	211	1,082
1,510	455	43	1,195	1,693	12,798
26	3	6	1	10	34
49	4	.....	10	14	135
10	.....	2	40	42	22
33	1	7	1	9	45
118	8	15	52	75	236
8	2	.....	13	15	20
.....	.....	.....	.....	.....	1
8	2	.....	13	15	21
3,504	658	438	1,819	2,945	17,105
6,614	855	451	2,766	4,072	23,614

¹Brooklyn-Manhattan Transit Corp. and Williamsburgh Power Plant Corp.; applicable to both rapid transit and surface companies of the B.-M. T. System. In addition there were pending at June 30, 1934, 3,924 damage suits of the Brooklyn Heights Railroad Company.

²"Liquidated by Agreement."

TABLE X. Claims on account of injuries, 1934:

OPERATING STREET RAILWAYS	CLAIMS SETTLED (RELEASE BEFORE SUIT)	
	Number	Amount
Interborough Rapid Transit, Recr. ¹	2,268	\$458,012 88
July, 1933-June, 1934.....	1,881	423,867 62
Aug., 1932-June, 1933.....	387	34,145 26
New York Rapid Transit (B.-M. T.).....	1,985	248,162 91
July, 1933-June, 1934.....	1,747	203,006 52
July, 1932-June, 1933.....	226	38,658 99
July, 1931-June, 1932.....	9	7,199 36
July, 1930-June, 1931.....	3	⁴ Cr 2,193 71
July, 1929-June, 1930.....		⁵ , ⁸ Cr 6,195 04
Prior to July, 1929.....		⁶ , ⁹ 9,686 79
Third Avenue Ry. System Companies in Manhattan.....	817	61,061 32
July, 1933-June, 1934.....	692	48,423 16
July, 1932-June, 1933.....	104	12,268 00
July, 1931-June, 1932.....	2	370 16
July, 1930-June, 1931.....	17	1,654 00
July, 1929-June, 1930.....	2	346 00
Prior to July, 1929.....		
New York Railways Corp.....	639	61,428 61
July, 1933-June, 1934.....	568	21,910 49
July, 1932-June, 1933.....	69	21,069 69
July, 1931-June, 1932.....	2	3,441 57
July, 1930-June, 1931.....		¹⁰ 620 86
July, 1929-June, 1930.....		¹¹ 1,436 40
Prior to July, 1929.....		¹² 2,949 60
Third Avenue Ry. System Companies in Bronx.....	1,938	104,600 55
July, 1933-June, 1934.....	1,579	80,755 18
July, 1932-June, 1933.....	349	23,315 37
July, 1931-June, 1932.....	3	150 00
July, 1930-June, 1931.....	7	280 00
July, 1929-June, 1930.....		
Prior to July, 1929.....		
Brooklyn surface ³	3,773	345,067 00
July, 1933-June, 1934.....	3,166	254,185 10
July, 1932-June, 1933.....	554	76,984 81
July, 1931-June, 1932.....	26	¹³ 7,399 38
July, 1930-June, 1931.....	17	15,532 81
July, 1929-June, 1930.....	6	3,825 94
Prior to July, 1929.....	4	⁷ , ¹⁴ Cr 14,871 04
Queens surface.....	531	22,259 37
July, 1933-June, 1934.....	410	16,632 57
July, 1932-June, 1933.....	106	4,753 30
July, 1931-June, 1932.....	12	708 50
July, 1930-June, 1931.....	3	165 00
July, 1929-June, 1930.....		
Prior to July, 1929.....		
Richmond surface.....	40	5,193 00
July, 1933-June, 1934.....	27	4,145 50
July, 1932-June, 1933.....	11	1,026 00
July, 1931-June, 1932.....	1	15 00
July, 1930-June, 1931.....		
Prior to July, 1929.....	1	6 50
Grand total.....	11,991	\$1,293,675 64
July, 1933-June, 1934.....	10,070	1,050,926 14
July, 1932-June, 1933.....	1,806	210,221 42
July, 1931-June, 1932.....	55	19,283 97
July, 1930-June, 1931.....	47	16,058 96
July, 1929-June, 1930.....	8	Cr 586 70
Prior to July, 1929.....	5	Cr 2,228 15

NOTE.—There are no data for City of New York—Independent System Operation and Eighth & Ninth Avenues, Recr. Bush Terminal reports none.

¹ The Company went into Receivership August 26, 1932. In addition, the company liquidated by agreement, but paid no money on, the following: Claims, 594, \$74,790.10; Suits, 941, \$326,582.00; Judgments, 44, \$83,316.02; Total, 1,579, \$484,688.12.

² Exclusive of credit of \$16,467.66, representing amount paid October 28, 1927, for which case the Company was reimbursed by the City of New York in August, 1933.

³ I.e., Brooklyn & Queens Transit, South Brooklyn, Williamsburgh Power Plant Corp., and B.-M. T. Corp.

(B) Settlement according to period of accident

SUITS COMPROMISED		JUDGMENTS PAID		TOTAL SETTLEMENTS	
Number	Amount	Number	Amount	Number	Amount
1,625	\$294,861 00	² 39	² \$10,942 17	² 3,932	² \$763,316 05
842	142,963 00	19	4,471 50	2,742	571,302 12
783	151,398 00	20	6,470 67	1,190	192,013 93
554	169,407 41	66	30,887 96	2,605	438,468 28
246	42,987 00	6	1,511 50	1,999	247,505 02
138	47,862 91	9	1,053 00	373	85,574 90
72	25,640 00	21	7,374 51	102	40,213 87
47	20,922 50	15	6,995 45	65	⁴ 25,724 24
25	10,875 00	10	7,103 50	35	⁵ ⁸ 11,783 46
26	11,120 00	5	6,850 00	31	⁶ ⁹ 27,656 79
437	84,997 27	44	22,127 57	1,298	168,186 16
77	13,075 34	4	511 66	773	60,010 16
91	4,991 00	5	1,077 70	200	18,336 70
143	29,939 50	17	3,764 60	162	34,074 26
66	17,299 00	11	3,335 90	94	22,288 90
41	12,739 91	4	2,514 09	47	15,600 00
19	6,952 52	3	10,923 62	22	17,876 14
574	119,174 32	45	16,991 82	1,258	186,594 75
194	37,600 00	16	2,521 70	778	62,032 19
233	23,357 82	17	6,413 50	319	50,841 01
57	12,347 50	2	1,784 32	61	17,573 39
39	28,314 00	3	1,400 00	42	¹⁰ 30,334 86
37	14,545 00	1	100 00	38	¹¹ 16,081 40
14	3,010 00	6	3,772 30	20	¹² 9,731 90
857	184,890 06	112	91,522 89	2,907	530,413 50
65	6,570 50	3	320 50	1,647	87,646 18
172	18,010 00	10	3,687 30	531	45,012 67
222	38,783 00	35	36,625 74	260	75,558 74
143	24,931 50	31	18,784 77	181	43,996 27
176	25,225 56	25	27,767 06	201	52,992 62
79	20,869 50	8	4,337 52	87	25,207 02
1,510	727,049 05	455	211,150 23	5,798	1,281,266 28
437	120,682 55	28	3,634 61	3,631	378,502 26
416	129,028 00	99	44,217 57	1,069	250,230 38
266	140,119 50	155	49,543 87	447	¹³ 197,062 75
218	190,074 50	104	59,556 95	339	265,164 26
101	104,102 50	34	29,837 70	141	137,766 14
72	43,042 00	35	24,359 53	111	⁷ ¹⁴ 52,530 49
118	11,694 86	8	21,367 52	657	55,221 75
21	1,870 91	3	974 00	434	19,477 48
46	4,283 95	5	20,393 52	157	29,430 77
17	1,775 00	.....	.....	29	2,483 50
18	2,115 00	.....	.....	21	2,280 00
13	1,175 00	.....	.....	13	1,175 00
3	375 00	.....	.....	3	375 00
8	2,085 50	6	24,338 05	54	31,616 55
1	150 00	2	334 20	30	4,629 70
4	875 00	.....	.....	15	1,901 00
2	810 50	4	24,003 85	7	24,829 35
1	250 00	.....	.....	1	250 00
.....	.....	.....	.....	1	6 50
5,683	\$1,533,059 47	775	\$428,328 21	18,449	\$3,255,063 32
1,883	365,899 30	81	14,279 67	12,034	1,431,105 11
1,883	379,806 68	165	83,313 26	3,854	673,341 36
779	249,415 00	234	123,096 89	1,068	391,795 86
532	283,906 50	164	90,073 07	743	390,038 53
393	168,662 97	74	67,322 35	475	235,398 62
213	85,369 02	57	50,242 97	275	133,383 84

⁴⁻⁷ Includes credits for cancellations of reserves: ⁴ Cr \$7,407.94; ⁵ Cr \$7,080.34; ⁶ Cr \$1,814.50; ⁷ Cr \$23,646.56.

⁸⁻¹⁴ Includes additional payments on settlements previously reported: ⁸ \$895.30; ⁹ \$11,501.29; ¹⁰ \$620.86; ¹¹ \$1,436.40; ¹² \$2,949.60; ¹³ \$455.85; ¹⁴ \$8,775.52.

TABLE XI. EMPLOYEES AND WAGES: (A) Number of

OPERATING STREET RAILWAYS	GENERAL OFFICE		
	Officers ¹	Others ²	Total
RAPID TRANSIT ³			
Interborough Rapid Transit, Recr.	10	895	905
MANHATTAN AND BRONX SURFACE			
Third Avenue Railway System ⁴	10	382	392
Less Surface Transportation Corp. and System Companies outside of City ⁵		2	2
Third Avenue Ry. System Cos. in City	10	380	390
New York Railways	5	170	175
Eighth & Ninth Avenues, Recr.	(⁶)	28	28
Total	15	578	593
BROOKLYN SURFACE ³			
New York Rapid Transit	4	511	515
Other B.-M. T. System Companies ⁷	5	835	840
Brooklyn-Manhattan Transit ³	9	1,346	1,355
Bush Terminal ¹¹	(¹¹)	42	42
Total ³	9	1,388	1,397
QUEENS SURFACE			
New York & Queens Transit ¹²	9	12	21
Steinway Railways, Receivers	¹³ 2	2	4
Manhattan & Queens	(¹⁴)	5	5
Total	11	19	30
Grand total	45	2,880	2,925

NOTE.—No segregation of maintenance of way and structures employees is made; for the most part linemen are included under Power and trackmen under Transportation—Others. For employees of the City of New York—Independent System Operation, of which there were 2,733 reported at close of year, see page 389.

¹ Only officers receiving compensation are included. The number of officers here given is comparable with the total compensation given in Div. B, § 2 of this table.

² Includes, managers, superintendents, etc.

³ The New York Rapid Transit is included with other B.-M. T. System companies under Brooklyn Surface.

⁴ Consists of employees of all Third Avenue Railway System Companies, including the following companies outside the City: Yonkers R. R., Hastings Ry., North Street Transportation (bus), Westchester Motor Transfer (bus), and Westchester Street Transportation (bus). Included also is the Surface Transportation (bus) operating within the City.

⁵ See note 4.

⁶ The Receiver reports no general officers.

⁷ Consists of employees of Brooklyn-Manhattan Transit Corp., Brooklyn & Queens Transit,

officers and employees, by occupational groups, at close of year, 1934

TRANSPORTATION					Power	Car-houses and shops	Super-annuated employees	Bus operation	Grand total
TRAINMEN			Others	Total					
Conductors and guards	Motor-men and operators	Total							
2,837	980	3,817	6,302	10,119	994	3,663	273	.....	15,954
3	1,133	1,136	708	1,844	47	721	.....	577	3,581
3	110	113	63	176	.....	.....	.....	542	720
.....	1,023	1,023	645	1,668	47	721	.....	35	2,861
320	466	786	257	1,043	56	281	75	.....	1,633
.....	127	127	118	245	.....	74	.....	.....	347
320	1,616	1,936	1,020	2,956	103	1,076	78	35	4,841
1,319	826	2,145	2,166	4,311	160	1,356	.....	.....	6,342
53	2,540	2,593	544	3,137	672	729	549	(10)	5,927
1,372	3,366	4,738	2,710	7,448	832	2,085	549	(10)	12,269
.....	1	1	27	28	.....	.....	.....	.....	11 70
1,372	3,367	4,739	2,737	7,476	832	2,085	549	.....	12,339
.....	82	82	57	139	11	45	.....	(12)	12 216
.....	76	76	27	103	.....	.....	.....	.....	107
43	43	86	12	98	2	21	.....	.....	126
43	201	244	96	340	13	66	.....	.....	449
4,572	6,164	10,736	10,155	20,891	1,942	6,890	900	35	33,583

South Brooklyn and Williamsburgh Power Plant Corp. Excludes 730 employees of the Brooklyn Bus Corp.

³ Employees of the Engineering Department are here distributed between Transportation and Car houses and shops on the basis of type of work performed.

⁹ Includes 5 employees engaged in sub-station construction.

¹⁰ See note 7 above.

¹¹ Employees carried on the payroll of the Bush Terminal Co., perform all clerical, accounting, freight handling, maintenance and shop work and a proportionate charge is made against the respondent each month for services rendered or work performed. The total number of employees is shown here, although only the proportion charged to the Company is included in Div. B, § 1 and § 2 of this table. Officers are carried by the Bush Terminal Co.

¹² Exclusive of 15 bus employees on payroll of respondent, all of whose compensation is charged to Queens-Nassau Transit Lines, Inc. and Briarwood Bus Co., Inc. Of the employees included here, part of the compensation of 8 of them is charged to the bus companies.

¹³ Receivers.

¹⁴ The Company reports no officers receiving compensation.

TABLE XI. Employees and wages: (B) Distribution
§ 1. By

OPERATING STREET RAILWAYS	STREET RAILWAY		
	Maintenance of way and structures	Maintenance of equipment	Operation of electric power plant
RAPID TRANSIT¹			
Interborough Rapid Transit, Recr.....	\$4,986,067 87	\$4,369,655 47	\$1,508,965 81
Subway division.....	3,584,249 11	3,072,692 30	1,001,188 93
Elevated division.....	1,401,818 76	1,296,963 17	507,776 88
MANHATTAN AND BRONX SURFACE			
Third Avenue Railway System ²	\$779,345 87	\$611,287 52	\$74,639 70
Less Surface Transportation Corp. and System Companies outside of City ³	42,346 07	375 05	9,583 16
Third Avenue Ry. System Cos. in City.....	\$736,999 80	\$610,912 47	\$65,056 54
New York Railways.....	383,517 38	379,894 70	63,516 03
Eighth & Ninth Avenues, Recr.....	116,278 59	58,786 03	
Total.....	\$1,236,795 77	\$1,049,593 20	\$128,572 57
BROOKLYN SURFACE¹			
New York Rapid Transit.....	\$1,402,448 44	\$1,178,262 83	
Other B.-M. T. System Companies ³	610,120 36	801,302 61	\$790,462 26
Brooklyn-Manhattan Transit ¹	2,012,568 80	1,979,565 44	790,462 26
Bush Terminal ¹¹			
Total ¹	\$2,012,568 80	\$1,979,565 44	\$790,462 26
QUEENS SURFACE			
New York & Queens Transit ¹²	\$47,001 90	\$42,565 29	\$16,445 05
Steinway Railways, Receivers.....	20,904 38	229 44	
Jamaica Central (to November 25, 1933).....	7,146 79	9,531 67	1,403 16
Manhattan & Queens.....	8,639 38	17,744 94	
Total.....	\$83,692 45	\$70,071 34	\$17,849 11
RICHMOND SURFACE			
Richmond Railways (to January 26, 1934) ¹³	\$10,913 74	\$7,146 72	\$1,260 00
Grand total.....	\$8,330,038 63	\$7,476,032 17	\$2,447,109 75

NOTE.—For details of City of New York — Independent System Operation, see page 389. The total payroll of \$4,106,146.58 is charged to the different divisions, as follows:

Maintenance of Way Division.....	\$1,054,989 08
Car Maintenance Division.....	496,781 62
Power Division.....	181,405 72
Transportation Division.....	2,236,913 69
Audits Division.....	111,584 50
Law Bureau, Bureau of Purchase and Executive Division..	24,471 97

Total..... \$4,106,146 58

¹ The New York Rapid Transit is included with other B.-M. T. System Companies under Brooklyn Surface.

² Includes Collection account, \$32,566.83; Suspense, \$28,760.57, and Materials and Supplies \$31,849.10.

³ See note 4 on preceding double page.

⁴ See note 5 on preceding double page.

of total compensation for the fiscal year, 1934
accounts

OPERATING EXPENSES				Bus operation	Fixed capital	Services for other companies and miscel- lanecus
Operation of cars	Injuries to persons and property	General expenses	Total			
\$13,601,643 42	\$151,233 85	\$1,560,865 65	\$26,268,432 07	.....	\$51,416 25	² \$94,716 58
8,998,954 45	108,499 84	1,002,844 49	17,768,429 12	.....	.....	.....
4,692,688 97	42,734 01	558,021 16	8,500,002 95	.....	.....	.....
\$2,705,627 39	\$119,606 50	\$564,201 61	\$4,854,708 59	\$1,008,024 06	\$102,737 18	⁴ \$25,147 80
244,227 45	326 57	952 88	297,811 18	937,214 18	2 14	587 85
\$2,461,399 94	\$119,279 93	\$563,248 73	\$4,556,897 41	\$70,809 88	\$102,735 04	\$24,559 95
1,596,040 47	86,895 97	206,652 94	2,716,517 49	.....	640 98	⁶ 46,487 18
273,528 60	11,149 25	22,516 38	482,258 85	.....	.....	8,628 91
\$4,330,969 01	\$217,325 15	\$792,418 05	\$7,755,673 75	\$70,809 88	\$103,376 02	\$79,676 04
\$6,462,935 82	\$9,450 00	\$359,214 97	\$9,412,312 06	.....	\$24,938 41	⁷ \$283,301 49
5,194,063 68	132,593 28	266,954 91	7,795,497 10	(⁹)	9,047 94	¹⁰ 1,111,288 34
11,666,999 50	142,043 28	626,169 88	17,207,809 16	(⁹)	33,986 35	1,394,589 83
23,215 14	.....	24,877 88	48,093 02	.....	.....	.....
\$11,680,214 64	\$142,043 28	\$651,047 76	\$17,255,902 18	.....	\$33,986 35	\$1,394,589 83
\$178,498 56	\$5,754 38	\$48,083 75	\$338,349 83	(¹²)	.....	\$153 21
139,071 87	277 84	24,305 65	184,789 18	.....	.....	939 19
54,720 25	2,882 76	14,541 34	90,225 97	\$6,164 75	.....	3 27
119,692 00	18 03	13,373 42	159,467 77	.....	.....	97 49
\$491,982 68	\$8,933 01	\$100,304 16	\$772,832 75	\$6,164 75	.....	\$1,193 16
\$73,361 61	\$7,389 76	\$8,421 46	\$108,493 29	.....	.....	¹⁴ \$15,485 03
\$30,268,171 36	\$526,925 05	\$3,113,057 08	\$52,161,334 04	\$76,974 63	\$188,778 62	\$1,585,660 64

¹ Includes Collection account, \$18,228.61; Sand Account Inventory, \$3,534.44; and Salvage Removal, \$2,121.80.

² Includes Accounts Receivable, \$43,851.73.

³ Consists of Accounts Receivable Suspense, \$67,830.27; Work in Process, \$160,980.35; and Undistributed items, \$54,490.87.

⁴ Consists of compensation for employees of the Brooklyn-Manhattan Transit Corp., Brooklyn & Queens Transit, South Brooklyn and Williamsburgh Power Plant Corp. Excludes \$1,133,495.56, compensation of Brooklyn Bus Corp.

⁵ See note 8 above.

⁶ Consists of Accounts Receivable Suspense, \$743,712.42; Work in Process, \$172,124.76; Miscellaneous Other Accounts, \$34,012.47; and Undistributed items, \$161,438.69.

⁷ See this note on preceding double page.

⁸ Exclusive of \$22,371.73, compensation of bus employees charged to Queens-Nassau Transit and Briarwood Bus; see this note on preceding double page.

⁹ The Richmond Railways furnished all labor for the Southfield Beach, which discontinued operation September 10, 1933; see note 14.

¹⁰ Includes \$1,549.42 charged to operations of the Southfield Beach; see note 13 above.

TABLE XI. Employees and wages: (B) Distribution
§ 2. By classes

OPERATING STREET RAILWAYS	GENERAL OFFICE		
	Officers	Others ¹	Total
RAPID TRANSIT ²			
Interborough Rapid Transit, Recrs.....	\$150,706 00	\$2,009,774 23	\$2,160,480 23
MANHATTAN AND BRONX SURFACE			
Third Avenue Railway System ⁴	\$170,500 00	\$715,306 24	\$885,806 24
Less Surface Transportation Corp. and System Companies outside of City ⁵		2,478 00	2,478 00
Third Avenue Ry. System Cos. in City.....	\$170,500 00	\$712,828 24	\$883,328 24
New York Railways.....	46,550 04	349,757 12	396,307 16
Eighth & Ninth Avenues, Recr.....	(⁶)	53,206 00	53,206 00
Total.....	\$217,050 04	\$1,115,791 36	\$1,332,841 40
BROOKLYN SURFACE ²			
New York Rapid Transit.....	\$64,800 00	\$1,175,419 79	\$1,240,219 79
Other B.-M. T. System Companies ⁷	68,850 00	1,511,294 99	1,580,144 99
Brooklyn-Manhattan Transit ²	133,650 00	2,686,714 78	2,820,364 78
Bush Terminal ⁸	(⁶)	24,877 88	24,877 88
Total ²	\$133,650 00	\$2,711,592 66	\$2,845,242 66
QUEENS SURFACE			
New York & Queens Transit.....	\$51,322 00	\$22,912 44	\$74,234 44
Steinway Railways, Recrs.....	¹⁰ 15,000 00	9,300 00	24,300 00
Jamaica Central (to November 25, 1933).....	11,025 00	10,063 43	21,088 43
Manhattan & Queens.....	(¹¹)	12,924 20	12,924 20
Total.....	\$77,347 00	\$55,200 07	\$132,547 07
RICHMOND SURFACE			
Richmond Railways (to January 26, 1934) ¹²	(¹¹)	\$24,171 81	\$24,171 81
Grand total.....	\$578,753 04	\$5,916,530 13	\$6,495,283 17

NOTE.— See Note on preceding double page.

¹ Includes salaries of managers, superintendents, etc.² The New York Rapid Transit is included with other B.-M. T. System Companies under Brooklyn Surface.³ Superannuated employees.⁴, ⁵ See these notes on Div. A of this table.⁶ The Receiver reports no general officers.

of total compensation for the fiscal year, 1934
of employees

OTHER EMPLOYEES						Grand total
Transportation	Power	Car-house and shop	Miscellaneous	Bus operation	Total	
\$16,303,402 24	\$1,756,594 03	\$6,001,409 02	^a \$192,679 38		\$24,254,084 67	\$26,414,564 90
\$3,058,487 22	\$82,373 44	\$955,926 67		\$1,008,024 06	\$5,104,811 39	\$5,990,617 63
286,172 77	9,750 40			937,214 18	1,233,137 35	1,235,615 35
\$2,772,314 45	\$72,623 04	\$955,926 67		\$70,809 88	\$3,871,674 04	\$4,755,002 28
1,795,289 11	107,461 56	425,672 79	^a \$38,915 03		2,367,338 49	2,763,645 65
350,047 53		87,634 23			437,681 76	490,887 76
\$4,917,651 09	\$180,084 60	\$1,469,233 69	\$38,915 03	\$70,809 88	\$6,676,694 29	\$8,009,535 69
\$6,260,017 78	\$237,890 98	\$1,911,754 17	^a \$70,669 24		\$8,480,332 17	\$9,720,551 96
5,168,565 85	1,102,534 12	849,343 22	^a 215,245 20	(⁷)	7,335,688 39	8,915,833 38
11,428,583 63	1,340,425 10	2,761,097 39	285,914 44	(⁷)	15,816,090 56	18,636,385 34
23,215 14					23,215 14	48,093 02
\$11,451,798 77	\$1,340,425 10	\$2,761,097 39	\$285,914 44		\$15,839,235 70	\$18,684,478 36
\$181,268 50	\$19,835 66	\$63,164 44			\$264,268 60	\$338,503 04
161,428 37					161,428 37	185,728 37
54,712 32	2,261 16	12,167 33		\$6,164 75	75,305 56	96,393 99
114,569 86	3,880 69	28,190 51			146,641 06	159,565 26
\$511,979 05	\$25,977 51	\$103,522 28		\$6,164 75	\$647,643 59	\$780,190 66
\$78,780 15	\$6,039 65	\$14,986 71			\$99,806 51	\$123,978 32
\$33,263,611 30	\$3,309,120 89	\$10,350,249 09	\$517,508 85	\$76,974 63	\$47,517,464 76	\$54,012,747 93

⁷ See note 8 on preceding double page.

⁸ Consists of Relief department and pensions, \$209,206.26 and employees engaged in sub-station construction, \$6,038.94.

⁹ See note 11, Div. A of this table.

¹⁰ Receivers.

¹¹ The Company reports no officers receiving compensation.

¹² See notes 13 and 14 on preceding double page.

TABLE XI. Employees and wages: (C) Average hourly rates and number of

OPERATING STREET RAILWAYS	RATE PER HOUR (Cents) ACCORDING TO DURATION OF SERVICE							
	First half year	Second half year	Second year	Third year	Fourth year	Fifth year	Sixth to ninth years	Tenth year on
RAPID TRANSIT¹								
Interborough Rapid Transit, Recr....	—	—	—	—	—	—	—	—
Conductors ²	60	60	60	62	62	62	62	62
Guards ²	53½	53½	54½	57½	57½	57½	57½	57½
Motormen.....	72½	72½	79½	86½	86½	86½	86½	86½
MANHATTAN & BRONX SURFACE								
Third Avenue Railway System: ⁷								
Conductors.....	—	—	—	—	—	—	—	—
Motormen.....	—	—	—	—	—	—	—	59
Operators.....	40, 45	45	53	59	60	61	61	64
New York Railways:								
Conductors ¹⁰	46	46	48	54	55	56	56	59
Motormen ¹⁰	46	46	48	54	55	56	56	59
Eighth & Ninth Avenues, Recrs.:								
Operators.....	47	47	49	55	56	57	60	60
Total.....	—	—	—	—	—	—	—	—
BROOKLYN SURFACE¹								
Brooklyn-Manhattan Transit System:								
Rapid Transit:								
Conductors.....	53	53	53	55	55	55	55	55
Guards.....	45	45	47	48	50	51	51	51
Motormen.....	65	65	72	80	80	80	80	80
Surface:								
Conductors.....	45	45	46	49	51	54	60	60
Motormen.....	45	45	46	49	51	54	60	60
Operators.....	50	50	51	54	56	59	65	65
Total ¹	—	—	—	—	—	—	—	—
QUEENS SURFACE								
New York & Queens Transit:								
Operators.....	46	46, 49	(16)	—	—	—	—	—
Steinway Railways, Receivers:								
Operators.....	40, 45	45	51	53	54	55	55	57
Manhattan & Queens:								
Conductors.....	40	40, 44	46	48	49	50	50	52
Motormen.....	40	40, 44	46	48	49	50	50	52
Total.....	—	—	—	—	—	—	—	—
Grand total:								
Conductors.....	—	—	—	—	—	—	—	—
Guards.....	—	—	—	—	—	—	—	—
Motormen.....	—	—	—	—	—	—	—	—
Operators.....	—	—	—	—	—	—	—	—

NOTE.—No data are available for City of New York—Independent System Operation. The Bush Terminal is omitted as Operators are furnished by the Bush Terminal Company.

¹ The New York Rapid Transit is included with other B.-M. T. System Companies under Brooklyn Surface.

² Conductors and guards of the I. R. T. are allowed 2 cents additional per hour while operating multiple unit door control trains.

³ At 53½ cents.

⁴ At 54½ cents.

⁵ Consists of 1,807 at 57½ cents, and 1 old motorman at 58 cents.

⁶ Consists of 26 at 72½ cents, 9 at 79½, and 941 at 86½.

⁷ Includes Yonkers Railroad, outside of New York City.

⁸ At 45 cents.

⁹ At 61 cents.

TABLE XI. Employees and wages: (D) Classified weekly earnings
§ 1. Aggregate

OPERATING STREET RAILWAYS	FULL-TIME EMPLOYEES WITH					
	Less than \$20	\$20 but under \$25	\$25 but under \$27.50	\$27.50 but under \$30	\$30 but under \$32.50	\$32.50 but under \$35
RAPID TRANSIT ¹						
Interborough Rapid Transit, Recr.....	315	1,386	996	1,893	2,072	1,502
MANHATTAN AND BRONX SURFACE						
Third Avenue.....	171	414	283	146	124	75
42d St., Manh. & St. N. Ave.....	6	20	15	20	39	36
New York City Interborough ²	3	8	2	4		
Union ²	74	142	62	68	76	107
Westchester Electric.....	21	11	8	5	9	15
Third Ave. Ry. System in City..	275	595	370	243	248	233
New York Railways.....	106	130	137	109	132	149
Eighth & Ninth Avenues, Recr.....	25	105	36	31	39	32
Total.....	406	830	543	383	419	414
BROOKLYN SURFACE ¹						
New York Rapid Transit ³	521	1,368	727	568	596	282
Brooklyn & Queens Transit ³	75	348	289	195	321	225
South Brooklyn ³	52	9	3	1	2	3
B.-M. T. Corporation ³	194	161	141	114	141	87
Bush Terminal ⁴	14		14			
Total ¹	856	1,886	1,174	878	1,060	597
QUEENS SURFACE						
New York & Queens Transit.....	4	40	32	18	16	30
Steinway Railways, Receivers.....	20	10	13	15	11	13
Manhattan and Queens.....	4	33	24	10	3	1
Total.....	28	83	69	43	30	44
Grand total.....	1,605	4,185	2,782	3,197	3,581	2,557

NOTE.—No data are available for City of New York — Independent System Operation.

¹ The New York Rapid Transit is included with other B.-M. T. System companies under Brooklyn Surface.² Union includes all employees of the Southern Boulevard, and platform men of the New York City Interborough.

of employees in specified occupations for the last week in June, 1934
by companies

WEEKLY EARNINGS OF —				FULL-TIME EMPLOYEES			PART-TIME EMPLOYEES	
\$35 but under \$40	\$40 but under \$45	\$45 but under \$50	\$50 and above	Total number	Total weekly earnings	Average weekly earnings	Num- ber	Total weekly earnings
2,342	1,187	799	565	13,057	\$439,000 62	\$33 62	2,897	\$66,066 91
146	91	47	75	1,572	\$50,266 88	\$31 98	.....	.....
58	25	15	1	235	7,930 93	33 75	.....	.....
1	.....	10	.....	28	929 43	33 20	.....	.....
196	122	44	10	901	29,065 43	32 26	.....	.....
34	12	7	1	123	4,053 22	32 95	.....	.....
435	250	123	87	2,859	92,245 84	32 27	.....	.....
254	109	60	57	1,243	41,282 05	33 21	717	\$15,316 70
27	14	4	5	318	9,105 22	28 63	29	354 74
716	373	187	149	4,420	\$142,633 21	\$32 27	746	\$15,671 44
649	469	388	228	5,796	\$180,459 30	\$31 14	602	\$10,747 57
1,088	405	65	59	3,070	105,523 68	34 37	1,157	27,993 19
2	1	1	4	78	1,177 71	15 10	.....	.....
102	94	22	63	1,119	33,573 75	30 00	31	574 96
.....	.....	.....	.....	28	446 45	15 94	.....	.....
1,841	969	476	354	10,091	\$321,180 89	\$31 83	1,790	\$39,315 72
18	12	.....	11	181	\$6,209 89	\$34 31	36	\$726 10
11	8	.....	3	104	3,012 89	28 97	.....	.....
8	4	.....	2	89	2,477 90	27 84	36	580 01
37	24	.....	16	374	\$11,700 68	\$31 29	72	\$1,306 11
4,936	2,553	1,462	1,084	27,942	\$914,515 40	\$32 73	5,505	\$122,360 18

³ There is a duplication in the number of employees (but not in amount of earnings) for certain joint employees of the B.-M. T. System companies, who are paid on a monthly basis.

⁴ Total weekly earnings of the Bush Terminal Railroad employees have been estimated by the Division of Statistics and Accounts on the basis of the total yearly wages. See also note 11, Div. A of this table.

TABLE XI. Employees and wages: (D) Classified weekly earnings
§ 2. All companies

OCCUPATIONS	FULL-TIME EMPLOYEES WITH					
	Less than \$20	\$20 but under \$25	\$25 but under \$27.50	\$27.50 but under \$30	\$30 but under \$32.50	\$32.50 but under \$35
GENERAL						
Managers, superintendents, etc.....	36	1	2	1	28	32
Claim dept. employees (including lawyers)...	49	13	19	19	13	26
Medical department (including doctors).....	4	4	1	8	3	2
General office clerks.....	262	284	132	81	142	91
Telephone operators, messengers, etc.....	37	9	8	3	2	2
Janitors and watchmen.....	23	121	16	8	4	12
Lunchroom employees.....	8	11			2	
Storekeepers and inventory men.....	12	54	44	25	5	6
Total.....	431	497	222	145	199	171
ENGINEERING						
Road and track men.....	74	413	243	239	195	224
Electric linemen.....	5	81	48	84	50	19
Other main. of way and structures employees.	81	365	401	228	250	227
Total.....	160	859	692	551	495	470
MECHANICAL						
Machinists.....	14	27	29	114	168	98
Carpenters.....	3	59	50	59	24	74
Blacksmiths.....		11	5	10	14	9
Painters.....	7	17	12	12	11	23
Other shop employees.....	95	501	456	324	310	196
Total.....	119	615	552	519	527	400
POWER						
Boiler room employees.....		10	67	102	41	19
Engineers.....						19
Other engine-room employees.....		6	10	74	24	23
Electric labor.....		3	13	6	6	2
Sub-station labor.....		29	32	25	99	16
Other power plant labor (incl. repairmen)....	11	93	54	88	92	48
Total.....	11	141	176	295	262	127
TRANSPORTATION						
Inspectors, train starters, etc.....		1	1	5	5	23
Passenger motormen — elevated and subway..			1	8	11	12
Passenger motormen — surface electric.....		10	13	14	12	57
Operators.....	68	83	92	137	375	371
Conductors — elevated and subway.....		9	194	222	417	221
Conductors — surface electric.....		16	22	23	26	73
Elevated and subway guards.....		336	474	556	264	194
Freight, mail and express trainmen.....	13		14			
Crossing tenders, flagmen, etc.....	8	49	35	67	179	75
Ticket agents.....	432	476	82	29	381	165
Gate-men and other platform men.....		8	7	270	59	27
Other station employees.....	6	570	16	6	43	19
Car cleaners.....	14	226	30	47	39	14
Other car house employees.....	11	244	136	286	269	125
Other transportation employees.....	15	13	18	10	4	5
Total.....	567	2,041	1,135	1,680	2,085	1,381
Chauffeurs, truck drivers and other trucking employees.....					12	1
Superannuated employees.....	313	31	3	4		
Bus employees.....	4	1	2	3	1	7
Grand total.....	1,605	4,185	2,782	3,197	3,581	2,557

NOTE.—No data are available for City of New York—Independent System Operation. There is a duplication in the number of employees (but not in amount of earnings) for certain joint employees of the B.-M. T. System companies, who are paid on a monthly basis.

of employees in specified occupations for the last week in June, 1934
combined, by occupations

WEEKLY EARNINGS OF —				FULL-TIME EMPLOYEES			PART-TIME EMPLOYEES	
\$35 but under \$40	\$40 but under \$45	\$45 but under \$50	\$50 and above	Total number	Total weekly earnings	Average weekly earnings	Num- ber	Total weekly earnings
49	69	91	354	663	\$45,316 87	\$68 35		
30	32	12	100	313	17,383 47	55 54		
1	4	5	6	38	1,490 52	39 22		
174	97	56	115	1,434	42,875 74	29 90		
4	1			66	1,354 49	20 52	3	\$51 75
16	1	1	2	204	4,968 16	24 35	15	206 30
	1			22	494 34	22 47		
8	3	10	3	170	4,824 73	28 38	1	16 20
282	208	175	580	2,910	\$118,708 32	\$40 79	19	\$274 25
308	174	51	28	1,949	\$60,436 69	\$31 01	283	\$6,418 14
38	9	12		346	10,144 70	29 32	23	432 71
274	341	159	54	2,380	77,568 32	32 59	544	12,852 27
620	524	222	82	4,675	\$148,149 71	\$31 69	850	\$19,703 12
220	123	36	11	840	\$28,255 32	\$33 64	136	\$3,694 24
38	11	6	4	328	9,923 39	30 25	34	920 06
11	9	5		74	2,381 33	32 18	8	183 04
9	4	1		96	2,689 86	28 02	10	235 99
341	111	19	29	2,382	68,572 45	28 79	348	7,917 18
619	258	67	44	3,720	\$111,822 35	\$30 06	536	\$12,950 51
57	34		2	332	\$10,385 54	\$31 28	18	\$426 78
11	16	1	26	73	3,263 70	44 71	2	34 56
			1	138	4,121 72	29 87	5	103 41
13	17	6	17	83	3,326 13	40 07	2	52 40
37	19	79	33	369	13,610 19	36 88	11	177 84
81	31	17	21	536	16,992 51	31 70	73	1,859 41
199	117	103	100	1,531	\$51,699 79	\$33 77	111	\$2,654 40
160	274	202	93	765	\$33,814 78	\$44 20	24	\$536 20
357	560	604	129	1,682	73,829 30	43 89	124	3,684 88
91	34			231	7,913 50	34 26	277	6,589 91
1,274	386	32	6	2,824	98,638 32	34 93	1,233	28,393 95
178	47	14	5	1,307	41,786 57	31 97	160	3,329 02
53	4			217	6,988 62	32 21	308	7,015 72
78	16	2	1	1,921	54,355 72	28 30	771	15,672 64
				27	430 17	15 93		
280	81	15	14	803	27,106 84	33 76	41	816 69
490	17			2,072	54,524 56	26 31	245	3,755 23
14				385	11,186 55	29 06	333	7,330 37
23	7	1		691	15,880 25	22 98	160	2,465 65
10	1			381	9,508 80	24 96	39	714 73
168	14	21	25	1,299	38,764 37	29 84	272	6,447 26
19	2	3	5	94	2,863 47	30 46	2	25 65
3,195	1,443	894	278	14,699	\$477,591 82	\$32 49	3,989	\$86,777 90
8				21	\$692 98	\$33 00		
				351	\$4,642 01	\$13 23		
13	3	1		35	\$1,208 42	\$34 53		
4,936	2,553	1,462	1,084	27,942	\$914,515 40	\$32 73	5,505	\$122,360 18

TABLE XII. REVENUES FROM

OPERATING STREET RAILWAYS	REVENUE	
	Passenger	Freight
RAPID TRANSIT		
Interborough Rapid Transit, Recr.....	\$51,544,853 75	
Subway division.....	40,514,816 40	
Elevated division.....	11,030,037 35	
New York Rapid Transit (B.-M. T.).....	30,321,710 31	
City of New York — Independent System Operation.....	8,082,908 15	
Total.....	\$89,949,472 21	
MANHATTAN SURFACE		
Third Avenue Ry. System Cos. in Manhattan:		
Third Avenue.....	\$1,781,159 77	
Dry Dock, E. B'way & B. (to September 3, 1932).....		
42d St., Manh. & St. N. Ave.....	1,637,220 33	
Third Ave. Ry. System Cos. in Manhattan.....	3,418,380 10	
Other Manhattan Companies:		
Second Avenue (to June 25, 1933).....		
New York Railways ¹	5,034,909 28	
Eighth & Ninth Avenues, Recr.....	736,868 21	
New York & Harlem (to December 16, 1932) ¹		
Other Manhattan Companies.....	5,771,777 49	
Total.....	\$9,190,157 59	
BRONX SURFACE		
Third Avenue Ry. System Cos. in Bronx:		
New York City Interborough.....	\$1,382,999 90	
Southern Boulevard.....	404,118 60	
Union.....	4,013,286 10	
Westchester Electric ²	377,573 55	
Total.....	\$6,177,978 15	
BROOKLYN SURFACE		
Brooklyn & Queens Transit.....	\$16,820,803 52	
South Brooklyn.....	451,095 37	\$290,693 02
Bush Terminal.....	52 76	158,627 88
Total.....	\$17,271,951 65	\$449,320 90
QUEENS SURFACE		
New York & Queens Transit.....	\$602,868 74	
Steinway Railways, Receivers.....	475,233 05	
Jamaica Central (to November 25, 1933) ³	182,055 15	
Manhattan & Queens.....	411,246 65	
Total.....	\$1,671,403 59	
RICHMOND SURFACE		
Richmond Railways (to January 26, 1934) ⁴	\$202,938 00	
Southfield Beach (to September 10, 1933) ⁴	3,388 60	
Total.....	\$206,326 60	
Total, street surface lines.....	\$34,517,817 58	\$449,320 90
Grand total.....	\$124,467,289 79	\$449,320 90

¹ The New York Railways took over the operation of the trolley lines of the New York & Harlem as of December 17, 1932.

² Exclusive of revenue from Bus operations; see page 457.

³, ⁴ Operation of the routes of these companies was continued by buses by: ³Jamaica Buses, Inc. (see page 521); ⁴Staten Island Coach Co., Inc. (see page 560).

STREET RAILWAY OPERATIONS, 1934

FROM TRANSPORTATION				OTHER STREET RAILWAY OPERATING REVENUES	
Chartered car	Mis- cellaneous trans- portation	TOTAL		Advertising privileges	Other car and station privileges
		Amount	Increase or (D) decrease		
		\$51,544,853 75	D \$2,660,952 35	⁶ \$2,180,913 00	(⁵)
		40,514,816 40	D 1,310,443 75	⁶ 1,571,274 08	(⁵)
		11,030,037 35	D 1,350,508 60	⁶ 609,638 92	(⁵)
\$180 00		30,321,890 31	D 328,025 10	374,850 00	\$721,641 34
		8,082,908 15	⁶ 5,128,830 65	114,560 00	22,928 52
\$180 00		\$89,949,652 21	\$2,139,853 20	\$2,670,323 00	\$744,569 86
		\$1,781,159 77	D \$140,270 56	\$4,241 00	
			D 21,333 05		
		1,637,220 33	27,849 56	3,879 22	
		3,418,380 10	D 133,754 05	8,120 22	
			D 483,610 05		
		5,034,909 28	¹ 408,906 12	58,133 32	
		736,868 21	D 20,804 70	2,917 41	
			¹ D 293,502 75		
		5,771,777 49	D 389,011 38	61,050 73	
		\$9,190,157 59	D \$522,765 43	\$69,170 95	
	⁷ \$6,241 65	\$1,389,241 55	D \$26,282 00	\$3,276 72	
	⁷ 1,879 70	405,998 30	D 8,683 10	963 23	
\$700 00	⁷ 18,878 65	4,032,864 75	D 73,613 05	9,537 94	\$120 60
15 00		377,588 55	D 8,085 70	902 97	348 64
\$715 00	\$27,000 00	\$6,205,693 15	D \$116,663 85	\$14,680 86	\$469 24
		\$16,820,803 52	D \$676,475 42	\$57,749 58	\$2,500 00
		741,788 39	58,305 43	1,539 44	
		158,680 64	26,563 00		
		\$17,721,272 55	D \$591,606 99	\$59,289 02	\$2,500 00
\$37 00		\$602,905 74	⁸ D \$13,299 86		
		475,233 05	D 71,027 80		
	\$1 85	182,057 00	D 340,051 80	\$110 33	
		411,246 65	D 12,124 09	2,361 10	
\$37 00	\$1 85	\$1,671,442 44	D \$436,503 55	\$2,471 43	
		\$202,938 00	D \$214,026 41	\$428 99	
		3,388 60	D 1,972 75		
		\$206,326 60	D \$215,999 16	\$428 99	
\$752 00	\$27,001 85	\$34,994,892 33	D \$1,883,538 98	\$146,041 25	\$2,969 24
\$932 00	\$27,001 85	\$124,944,544 54	\$256,314 22	\$2,816,364 25	\$747,539 10

⁶ The Company makes no segregation between Advertising Privileges and Other Car and Station Privileges.

⁸ Increase over period Sept. 10, 1932 to June 30, 1933.

⁷ Transportation of letter carriers.

⁸ Comparison with combined figures of New York & Queens County Ry. Co., Recrs., July 1, to Aug. 12, 1932, and New York & Queens Transit Corp., Aug. 13, 1932 to June 30, 1933.

TABLE XII. Revenues from street railway

OPERATING STREET RAILWAYS	OTHER (OR NON-TRANSPORTATION)		
	Rent of land and buildings	Rent of equipment	Rent of tracks and terminals
RAPID TRANSIT			
Interborough Rapid Transit, Recr.....	\$118,002 63	\$20,775 63	\$422,972 26
Subway division.....	36,864 20	20,775 63	421,487 49
Elevated division.....	81,138 43		1,484 77
New York Rapid Transit (B.-M. T.).....	173,099 91	3,401 97	2,223 55
City of New York — Independent System Operation	45,815 52	586 78	
Total.....	\$336,918 06	\$24,764 38	\$425,195 81
MANHATTAN SURFACE			
Third Avenue Ry. System Cos. in Manhattan:			
Third Avenue.....	\$356,574 30	\$577,918 55	\$33,731 42
Dry Dock, E. B'way & B. (to Sept. 3, 1932)...			
42d St., Manh. & St. N. Ave.....	4,070 03		242 97
Third Ave. Ry. System Cos. in Man.	\$60,644 33	\$77,918 55	\$3,974 39
Other Manhattan Companies:			
Second Avenue (to June 25, 1933).....			
New York Railways ¹	4,893 39	36 94	990 28
Eighth & Ninth Avenues, Recr.....			12,381 80
New York & Harlem (to Dec. 16, 1932) ¹			
Other Manhattan Companies.....	4,893 39	36 94	13,372 08
Total.....	\$365,537 72	\$577,955 49	\$47,346 47
BRONX SURFACE			
Third Avenue Ry. System Cos. in Bronx:			
New York City Interborough.....		\$2,737 50	
Southern Boulevard.....			
Union.....	\$81,499 07	25,246 90	\$4,300 00
Westchester Electric ²	14,000 86	456 25	41,017 63
Total.....	\$95,499 93	\$28,440 65	\$45,317 63
BROOKLYN SURFACE			
Brooklyn & Queens Transit.....	\$105,191 04	\$103,383 12	\$50,050 01
South Brooklyn.....	179,498 28	13,978 34	2,574 95
Bush Terminal.....			
Total.....	\$284,689 32	\$117,361 46	\$52,624 96
QUEENS SURFACE			
New York & Queens Transit.....	\$1,704 00		
Steinway Railways, Receivers.....	4,675 08		\$1,346 23
Jamaica Central (to November 25, 1933) ³	1,005 70		
Manhattan & Queens.....			
Total.....	\$7,384 78		\$1,346 23
RICHMOND SURFACE			
Richmond Railways (to January 26, 1934) ⁴		\$236 50	
Southfield Beach (to September 10, 1933) ⁴	\$265 00		
Total.....	\$265 00	\$236 50	
Total, street surface lines.....	\$753,376 75	\$723,994 10	\$146,635 29
Grand total.....	\$1,090,294 81	\$748,758 48	\$571,831 10

¹ See these notes on preceding double page.² Increase over period Sept. 10, 1932 to June 30, 1933.³ Includes a decrease of \$893,187.60 in Sale of power, due principally to difference in Company's method of purchasing all power for the System and crediting to revenue sales of power to other system companies. Since July 1, 1933, each Company's purchase of power is charged directly and not treated as a purchase from the Third Avenue.⁴ Includes Demurrage, \$7,632.⁵ See this note on preceding double page.⁶ Income received for care and maintenance of miscellaneous equipment sold upon the abandonment of street railway operations.⁷

operations, 1934 — Concluded

STREET RAILWAY OPERATING REVENUES — <i>Concluded</i>				TOTAL STREET RAILWAY OPERATING REVENUES	
Sale of power	Miscellaneous	TOTAL		Amount	Increase or (D) decrease
		Amount	Increase or (D) decrease		
\$1,849,498 93	¹⁰ \$376,081 75	\$4,968,244 20	D \$153,032 27	\$56,513,097 95	D \$2,793,984 62
1,420,708 73	¹⁰ 312,430 41	3,783,540 54	26,781 05	44,298,356 94	D 1,283,662 70
428,790 20	¹⁰ 63,651 34	1,184,703 66	D 159,813 32	12,214,741 01	D 1,510,321 92
1,674 88	5,988 65	1,282,880 30	D 57,343 68	31,604,770 61	D 385,368 78
.....	1,135 40	185,026 22	⁵ 173,457 90	8,267,934 37	⁵ 5,302,288 55
\$1,851,173 81	\$383,205 80	\$6,436,150 72	D \$16,918 05	\$96,385,802 93	\$2,122,935 15
<hr/>					
\$3,866 58	.....	\$976,331 85	⁸ D \$865,928 42	\$2,757,491 62	D \$1,006,198 98
.....	.....	D 13,209 92	D 13,209 92	.....	D 34,542 97
.....	.....	8,192 22	D 17,056 66	1,645,412 55	10,792 90
3,866 58	.....	984,624 07	D 896,195 00	4,402,904 17	D 1,029,949 05
<hr/>					
90,901 41	\$142 42	155,097 76	D 98,684 26	.....	D 582,294 31
.....	.....	D 137,064 87	D 137,064 87	5,190,007 04	271,841 25
.....	.....	15,299 21	D 1,246 48	752,167 42	D 22,051 18
.....	.....	.....	D 10,127 45	.....	D 303,630 20
90,901 41	142 42	170,896 97	D 247,123 06	5,942,174 46	D 636,134 44
\$94,767 99	\$142 42	\$1,154,921 04	D \$1,143,318 06	\$10,345,078 63	D \$1,666,083 49
<hr/>					
.....	.....	\$6,014 22	D \$2,761 43	\$1,395,255 77	D \$29,043 43
.....	.....	963 23	D 1,142 94	406,961 53	D 9,826 04
\$2,874 40	.....	123,578 91	D 1,267 25	4,156,443 66	D 74,880 30
.....	.....	56,726 35	7,400 31	434,314 90	D 685 39
\$2,874 40	.....	\$187,282 71	\$2,228 69	\$6,392,975 86	D \$114,435 16
<hr/>					
\$2,315 33	\$3,571 05	\$324,760 13	D \$61,960 20	\$17,145,563 65	D \$738,435 62
.....	⁷ 7,650 57	205,241 58	3,413 02	947,029 97	61,718 45
.....	1,004 90	1,004 90	1,004 90	159,685 54	27,567 90
\$2,315 33	\$12,226 52	\$531,006 61	D \$57,542 28	\$18,252,279 16	D \$649,149 27
<hr/>					
.....	.....	\$1,704 00	⁸ D \$12,330 42	\$604,609 74	⁸ D \$25,630 28
.....	.....	6,021 31	786 82	481,254 36	D 70,240 98
.....	.....	1,116 03	D 3,101 61	183,173 03	D 343,153 41
.....	.....	2,361 10	D 612 22	413,607 75	D 12,736 31
.....	.....	\$11,202 44	D \$15,257 43	\$1,682,644 88	D \$451,760 98
<hr/>					
.....	⁹ \$2,995 00	\$3,660 49	\$1,498 34	\$206,598 49	D \$212,528 07
.....	.....	265 00	D 135 00	3,653 60	D 2,107 75
.....	\$2,995 00	\$3,925 49	\$1,363 34	\$210,252 09	D \$214,635 82
\$99,957 72	\$15,363 94	\$1,888,338 29	D \$1,212,525 74	\$36,883,230 62	D \$3,096,064 72
\$1,951,131 53	\$398,569 74	\$8,324,489 01	D \$1,229,443 79	\$133,269,033 55	D \$973,129 57

¹⁰ Includes Interest as follows:

Interest on		Subway Div.	Elevated Div.	Total
Securities deposited with State Industrial Commission		\$63,635 00	\$33,524 42	\$97,150 42
Securities deposited with Depr. Fund Board under Contract No. 3 and Elev. Ext. Ctf.		225,497 36	7,422 84	232,920 20
Bank Balances deposited under Cont. No. 3 Depr. Funds.....		94 79	.....	94 79
Invest. of Amor. of Disc. and Exp. Manhattan Ry. 2nd Mtge., 4% Bonds, in Manhattan Ry. Bonds.....		.....	1,080 00	1,080 00
Bank Balances (for 5 months ended Dec. 31, 1933)...		1,668 90	.....	1,668 90
Judgment against City of New York.....		6,049 05	.....	6,049 05
C. of N. Y. Rev. Bills (issued to be used in payment of taxes).....		1,821 11	739 27	2,560 38
Int., Dis. and Prem. on N. Y. State Imp. Bonds.....		7,616 64	4,794 31	12,410 95
Other.....		1,861 83	787 64	2,649 47
Total.....		\$308,244 68	\$48,348 48	\$356,593 16

^{*} Includes premium on Liberty Loan Bonds disposed of.

TABLE XIII. OPERATING EXPENSES, 1934: (A) Summary for all

OPERATING STREET RAILWAYS	MAINTENANCE OF			
	Superin- tendence of way and structures	Maintenance of way ³	Paving	Cleaning and sanding track and removal of snow, ice and sand
RAPID TRANSIT				
Interborough Rapid Transit, Reor.....	\$950,416 83	\$3,613,097 34		\$286,241 30
Subway division.....	708,082 81	2,427,112 64		250,489 61
Elevated division.....	242,334 02	1,185,984 70		35,751 69
New York Rapid Transit (B-M. T.).....	191,126 85	1,209,212 14		104,646 06
City of New York—Independent System Operation.....	107,191 35	519,428 82		61,974 32
Total.....	\$1,248,735 03	\$5,341,738 30		\$452,861 68
MANHATTAN SURFACE				
Third Avenue Ry. System Cos. in Manhattan:				
Third Avenue.....	\$50,727 06	\$143,802 14	\$43,962 89	\$31,636 49
Dry Dock, E. B'way & B. (to Sept. 3, 1932).....				
42d St., Manh. & St. N. Ave.....	21,555 30	59,399 43	20,925 94	17,137 79
Third Ave. Ry. System Cos. in Man.....	72,282 36	203,201 57	64,888 83	48,774 28
Other Manhattan Companies:				
Second Avenue (to June 25, 1933).....				
New York Railways ⁴	38,001 04	239,285 04	91,948 41	⁵ 135,438 02
Eighth & Ninth Avenues, Reor.....	9,781 15	44,153 53	17,843 43	34,627 30
New York & Harlem (to Dec. 16, 1932) ⁴				
Other Manhattan Companies.....	47,782 19	283,438 57	109,791 84	170,065 32
Total.....	\$120,064 55	\$486,640 14	\$174,680 67	\$218,839 60
BRONX SURFACE				
Third Avenue Ry. System Cos. in Bronx:				
New York City Interborough.....	\$ 15,823 78	\$39,602 14	\$23,764 22	\$17,239 00
Southern Boulevard.....	5,233 60	12,897 99	6,939 72	4,539 52
Union.....	49,287 90	116,050 63	105,954 40	49,604 49
Westchester Electric.....	7,319 40	20,933 10	28,292 52	7,646 11
Total.....	\$77,664 68	\$189,483 86	\$164,950 86	\$79,029 12
BROOKLYN SURFACE				
Brooklyn & Queens Transit.....	\$168,297 11	\$789,858 91	\$305,830 90	\$85,332 15
South Brooklyn.....	106 51	20,026 11	693 78	3,014 92
Bush Terminal.....		8,441 52	230 04	1,653 69
Total.....	\$168,403 62	\$818,326 54	\$306,754 72	\$90,000 76
QUEENS SURFACE				
New York & Queens Transit.....	\$12,779 15	\$19,963 78	\$9,292 37	\$7,805 24
Steinway Railways, Receivers.....	5,913 34	25,448 96	15,690 63	7,078 59
Jamaica Central (to November 25, 1933) ⁵	2,109 24	1,243 82	1,910 35	841 19
Manhattan & Queens.....		7,644 79	1,488 78	2,185 91
Total.....	\$20,801 73	\$54,301 35	\$28,382 13	\$17,910 93
RICHMOND SURFACE				
Richmond Railways (to January 26, 1934) ⁶	\$409 84	\$7,361 14	\$167 26	\$2,753 45
Southfield Beach (to September 10, 1933) ⁶		298 50		
Total.....	\$409 84	\$7,659 64	\$167 26	\$2,753 45
Total, street surface lines.....	\$387,344 42	\$1,556,411 53	\$674,935 64	\$408,533 86
Grand total.....	\$1,636,079 45	\$6,898,149 83	\$674,935 64	\$861,395 54

* Signifies that the Company has failed to make a charge for depreciation; see note 2.

¹ Class A classification is prescribed for companies with annual operating revenues of more than \$500,000 and also by companies affiliated with such Class A companies, even though with operating revenues under \$500,000; Class B, for companies with annual operating revenues of more than \$100,000 but not more than \$500,000, except as modified above; Class C, for companies with annual revenues of not more than \$100,000, except as modified above.

² Depreciation — Inasmuch as the definition of expenses in the Uniform System of Accounts prescribed by the Commission includes capital consumed in operation, the accounting order provides for a charge to operating expenses for the estimated depreciation accrued during each month, in addition to actual disbursements for repairs. Where a company has failed to make a charge for depreciation, a reference mark (*) has been placed against the totals of the maintenance groups and the grand total of operating expenses.

³ Other than Paving, Cleaning and sanding track, and Removal of snow, ice and sand.

corporations by accounts of class C classification (the least detailed) ¹

WAY AND STRUCTURES

Maintenance of electric line	Repairs of buildings and structures	Joint way and structures	Depreciation of way and structures ²	Total, 1934 ²	Total, 1933 ²	Increase or (D) decrease 1934 over 1933
\$595,094 58	\$1,184,965 91	Cr \$114,546 51	\$27,500 00	\$6,402,769 45	\$7,439,474 83	D \$1,036,704 88
369,487 28	847,589 89	Cr 200,692 01	25,000 00	4,427,070 22	5,135,075 71	D 708,005 49
135,607 30	287,376 02	86,145 50	2,500 00	1,975,699 23	2,304,398 62	D 328,699 39
138,537 85	322,107 26	116,737 03	320,000 00	2,402,367 19	2,386,174 25	16,192 94
71,769 38	150,039 96	.....	(8)	910,403 83	910,676 04	499,727 79
\$715,401 81	\$1,607,113 13	\$2,190 52	\$347,500 00	\$9,715,540 47	\$10,236,324 62	D \$520,784 15
\$42,353 18	\$106,558 96	Cr \$79,627 16	\$84,618 25	\$424,031 81	\$449,048 39	D \$25,016 58
14,891 48	4,194 20	20,591 92	39,559 35	198,255 41	3,092 37	D 3,092 37
67,244 66	110,753 16	Cr 69,035 24	124,177 60	622,287 22	177,772 15	20,483 26
					629,912 91	D 7,625 69
110,952 46	25,495 38	Cr 5,604 49	94,546 00	730,061 86	102,706 65	D 102,706 65
18,701 35	3,209 24	.....	.....	*128,316 00	*670,770 47	59,291 39
129,653 81	28,704 62	Cr 5,604 49	94,546 00	858,377 86	*138,090 68	D 9,774 68
					*33,300 85	D 33,300 85
					944,868 65	D 86,490 79
\$186,898 47	\$139,457 78	Cr \$64,639 73	\$218,723 60	\$1,480,665 08	\$1,574,781 56	D \$94,116 48
\$10,203 65	\$8 08	\$12,345 23	\$29,653 89	\$148,639 99	\$124,749 68	\$23,890 31
3,668 49	.....	3,736 48	9,218 01	46,233 81	93,449 83	D 47,216 02
44,929 28	18,866 11	46,451 43	107,460 18	538,604 42	559,057 59	D 20,453 17
5,520 37	3,373 77	Cr 11,060 72	15,467 52	77,492 07	66,237 32	11,254 75
\$64,321 79	\$22,247 96	\$51,472 42	\$161,799 60	\$810,970 29	\$843,494 42	D \$32,524 13
\$190,448 97	\$70,543 30	.....	10Cr \$161,528 69	\$1,448,782 65	\$1,380,194 70	\$68,587 95
3,183 89	238 40	.....	12,500 00	39,763 61	36,914 53	2,849 08
1,359 73	.....	.....	.....	*11,684 98	*10,994 23	690 75
\$194,992 59	\$70,781 70	.....	Cr \$149,028 69	\$1,500,231 24	\$1,428,103 46	\$72,127 78
\$7,634 48	\$1,764 06	.....	\$27,756 23	\$86,995 31	¹¹ \$90,415 13	D \$3,419 82
6,402 98	1,354 97	\$2,004 62	.....	*63,894 09	*92,667 42	D 28,773 33
1,294 55	334 34	.....	2,782 33	10,515 82	44,340 14	D 33,824 32
2,225 40	565 36	2,972 89	14,450 97	31,534 10	32,175 21	D 641 11
\$17,557 41	\$4,018 73	\$4,977 51	\$44,989 53	\$192,939 32	\$259,597 90	D \$66,658 58
\$2,446 48	\$11,904 26	.....	\$15,866 89	\$40,909 32	\$76,235 12	D \$35,325 80
5 64	8 00	.....	.....	*312 14	*2,388 36	D 2,076 22
\$2,452 12	\$11,912 26	.....	\$15,866 89	\$41,221 46	\$78,623 48	D \$37,402 02
\$466,222 38	\$348,418 43	Cr \$8,189 80	\$292,350 93	\$4,026,027 39	\$4,184,600 82	D \$158,573 43
\$1,181,624 19	\$1,855,531 56	Cr \$5,999 28	\$639,850 93	\$13,741,567 86	\$14,420,925 44	D \$679,357 58

¹ The New York Railways took over the operation of the trolley lines of the New York & Harlem as of December 17, 1932.² Operation of the routes of these companies was continued by buses by: ³ Jamaica Buses, Inc. (see page 521); ⁴ Staten Island Coach Co., Inc. (see page 560).⁵ The excess of credits to Subway Division over charges to Elevated Division represents credits made for joint operation with the New York Rapid Transit of the Queensboro Lines.⁶ Total Depreciation of Way and Structures and Equipment (Deferred Maintenance), 2 per cent of total operating revenues, is included with Maintenance of Equipment on following double page.⁷ Includes Tube cleaning, \$44,182.72.⁸ See note 22, page 179.⁹ Combined figures of New York & Queens County, Reers., July 1 to Aug. 12, 1932, and New York & Queens Transit, Aug. 13, 1932 to June 30, 1933.

TABLE XIII. Operating expenses, 1934: (A) Summary for all corporations

OPERATING STREET RAILWAYS	MAINTENANCE OF		
	Superintend- ence of equipment	Repairs of power equipment	Repairs of cars and locomotives
RAPID TRANSIT			
Interborough Rapid Transit, Recr.....	\$551,696 92	\$732,267 78	\$2,786,760 33
Subway division.....	379,790 95	504,648 97	2,067,968 59
Elevated division.....	171,905 97	227,618 81	718,791 74
New York Rapid Transit (B-M. T.).....	154,045 32	612 92	853,392 96
City of New York — Indep. System Operation.....	48,167 58	14,953 87	164,887 74
Total.....	\$753,909 82	\$747,834 57	\$3,805,041 03
MANHATTAN SURFACE			
Third Avenue Ry. System Cos. in Manhattan:			
Third Avenue.....	\$5,374 08	\$4,260 42	\$95,126 39
Dry Dock, E. B'way & B. (to Sept 3, 1932).....	4,128 63	2,673 43	64,884 83
42d St., Manh. & St. N. Ave.....	9,502 71	6,953 85	169,991 22
Third Ave. Ry. System Cos. in Man.....			
Other Manhattan Companies:			
Second Avenue (to June 25, 1933).....			
New York Railways ¹	23,745 48	311 42	213,407 90
Eighth & Ninth Avenues, Recr.....	6,379 46		32,050 20
New York & Harlem (to Dec. 16, 1932) ²			
Other Manhattan Companies.....	30,124 94	311 42	245,468 10
Total.....	\$39,627 65	\$7,245 27	\$405,449 32
BRONX SURFACE			
Third Avenue Ry. System Cos. in Bronx:			
New York City Interborough.....	\$4,310 79	\$521 83	\$73,036 89
Southern Boulevard.....	1,293 36	110 72	21,965 67
Union.....	13,014 64	1,193 77	221,586 82
Westchester Electric.....	1,383 43	116 38	24,181 35
Total.....	\$20,002 22	\$1,942 70	\$340,770 73
BROOKLYN SURFACE			
Brooklyn & Queens Transit.....	\$75,851 88		\$810,506 92
South Brooklyn.....	1,765 08		23,857 30
Bush Terminal.....			2,209 89
Total.....	\$77,616 96		\$836,574 11
QUEENS SURFACE			
New York & Queens Transit.....	\$6,954 18	\$202 03	\$35,433 83
Steinway Railways, Receivers.....	2,025 35		40,829 90
Jamaica Central (to November 25, 1933) ⁴	1,833 10	105 00	6,089 19
Manhattan & Queens.....	1,897 31		33,077 76
Total.....	\$12,709 94	\$307 03	\$115,430 68
RICHMOND SURFACE			
Richmond Railways (to January 26, 1934) ⁵	\$3,308 59		\$4,354 09
Southfield Beach (to September 10, 1933) ⁵	16 50		
Total.....	\$3,325 09		\$4,354 09
Total, street surface lines.....	\$153,281 86	\$9,495 00	\$1,702,578 93
Grand total.....	\$907,191 68	\$757,329 57	\$5,507,619 96

* Signifies that Company has failed to make a charge for depreciation; see note 2 on preceding double page.

¹, ² See these notes on preceding double page.

³, ⁴, ⁵ See notes 4, 5 and 6, respectively, on preceding double page.

by accounts of class C classification (the least detailed) ¹—Continued

EQUIPMENT

Repairs of electric equipment of cars and locomotives	Miscellaneous equipment expenses	Maintaining joint equipment	Depreciation of equipment ²	Total, 1934 ²	Total, 1933 ²	¹ Increase or (D) decrease 1934 over 1933
\$1,447,726 37	\$979,037 58	* Cr \$4,362 28	\$522,500 00	\$7,015,626 70	\$7,525,450 26	D \$509,823 66
1,029,300 93	707,942 56	* Cr 6,367 20	475,000 00	5,158,284 80	5,384,710 34	D 226,425 54
418,425 44	271,095 02	* 2,004 92	47,500 00	1,857,341 90	2,140,739 92	D 283,398 02
534,665 28	483,544 14	4,173 47	480,000 00	2,510,434 09	2,593,559 64	D 83,125 55
35,187 64	94,153 15		7 165,364 84	7 522,714 82	7 267,619 09	255,095 73
\$2,017,579 29	\$1,556,734 87	Cr \$188 81	\$1,167,864 84	\$10,048,775 61	\$10,386,628 99	D \$337,853 38
\$39,874 80	\$16,349 98		\$20,632 10	\$181,617 77	\$313,704 17	D \$132,086 40
26,930 45	12,098 75		14,181 60	124,877 69	2,061 59	D 2,061 59
66,805 25	28,448 73		34,813 70	306,495 46	175,526 30	D 50,648 61
					491,292 06	D 184,796 60
202,688 80	74,673 94	Cr \$10 12	13,848 04	528,665 46	79,394 87	D 79,394 87
32,325 27	9,552 54			*80,307 47	*485,730 33	D 27,901 95
					*108,209 42	D 27,901 95
235,014 07	84,228 48	Cr 10 12	13,848 04	608,972 93	*28,445 52	D 28,445 52
					701,780 14	D 92,807 21
\$301,819 32	\$112,675 21	Cr \$10 12	\$48,661 74	\$915,468 39	\$1,193,072 20	D \$277,603 81
\$30,378 44	\$13,342 16		\$15,580 79	\$137,170 90	\$105,476 90	\$31,694 00
9,145 56	4,008 63		4,671 87	41,195 81	32,619 90	8,575 91
91,815 29	47,369 69		48,046 71	423,026 92	328,126 66	94,900 26
10,008 72	4,829 61		5,193 60	45,713 09	36,093 49	9,619 60
\$141,348 01	\$69,550 09		\$73,492 97	\$647,106 72	\$502,316 95	\$144,789 77
\$379,598 26	\$152,576 45		\$331,688 77	\$1,750,222 28	\$1,557,855 05	\$192,367 23
10,578 77	2,939 28		17,500 00	56,640 43	49,253 43	7,387 00
				*2,209 89	*2,131 21	78 63
\$390,177 03	\$155,515 73		\$349,188 77	\$1,809,072 60	\$1,609,239 69	\$199,832 91
\$16,120 26	\$4,375 26		\$27,756 31	\$90,841 87	*\$88,543 13	\$2,298 74
16,906 06	8,061 74			*67,823 05	*59,649 03	8,174 02
2,337 80	526 29		3,040 65	13,932 03	59,408 59	D 45,476 56
13,849 21	1,316 21		13,549 03	63,689 52	61,049 27	2,640 25
\$49,213 33	\$14,279 50		\$44,345 99	\$236,286 47	\$268,650 02	D \$32,363 55
\$5,459 71	\$617 56		\$4,475 27	\$18,215 22	\$52,084 94	D \$33,869 72
	2 94			*19 44	*223 33	D 203 89
\$5,459 71	\$620 50		\$4,475 27	\$18,234 66	\$52,308 27	D \$34,073 61
\$888,017 40	\$352,641 03	Cr \$10 12	\$520,164 74	\$3,626,168 84	\$3,625,587 13	\$581 71
\$2,905,596 69	\$1,909,375 90	Cr \$198 93	\$1,688,029 58	\$13,674 944 45	\$14,012,216 12	D \$337,271 67

⁶ The excess of credits to Subway Division over charges to Elevated Division represents credits made for joint operation with the New York Rapid Transit of the Queensboro lines.

⁷ Total Depreciation of Way and Structures and Equipment (Deferred Maintenance), 2 per cent of total operating revenues, is included here. See note 8 on preceding double page.

⁸ See note 11 on preceding double page.

TABLE XIII. Operating expenses, 1934: (A) Summary for all corporations

OPERATING STREET RAILWAYS	TRANSPORTATION		
	Power plant labor	Sub- station labor	Fuel for power
RAPID TRANSIT			
Interborough Rapid Transit, Recr.....	\$1,011,122 45	\$453,600 11	\$3,659,407 02
Subway division.....	581,134 02	382,842 08	1,760,421 09
Elevated division.....	429,988 43	70,758 03	1,898,985 93
New York Rapid Transit (B.-M. T.) ²	10,200 00		
City of New York — Indep. System Operation.....		128,514 30	
Total.....	\$1,021,322 45	\$582,114 41	\$3,659,407 02
MANHATTAN SURFACE			
Third Avenue Ry. System Cos. in Manhattan:			
Third Avenue.....		\$18,390 14	
Dry Dock, E. B'way & B. (to Sept. 3, 1932).....			
42d St., Manh. & St. N. Ave.....		12,157 73	
Third Ave. Ry. System Cos. in Man.....		30,547 87	
Other Manhattan Companies:			
Second Avenue (to June 25, 1933).....			
New York Railways ³		63,451 83	
Eighth & Ninth Avenues, Recr.....			
New York & Harlem (to Dec. 16, 1932) ³			
Other Manhattan Companies.....		63,451 83	
Total.....		\$93,999 70	
BRONX SURFACE			
Third Avenue Ry. System Cos. in Bronx:			
New York City Interborough.....		\$6,291 21	
Southern Boulevard.....		1,637 62	
Union.....		18,732 24	
Westchester Electric.....		7,791 17	
Total.....		\$34,452 24	
BROOKLYN SURFACE			
Brooklyn & Queens Transit ²			
South Brooklyn ²			
Bush Terminal.....			
Total.....			
QUEENS SURFACE			
New York & Queens Transit.....		\$15,610 04	
Steinway Railways, Receivers.....			
Jamaica Central (to November 25, 1933) ⁴		1,818 98	
Manhattan & Queens.....			
Total.....		\$17,429 02	
RICHMOND SURFACE			
Richmond Railways (to January 26, 1934) ⁵		\$1,350 00	
Southfield Beach (to September 10, 1933) ⁵			
Total.....		\$1,350 00	
Total, street surface lines.....		\$147,230 96	
Grand total.....	\$1,021,322 45	\$729,345 37	\$3,659,407 02

¹ See note 1 on first double page of this table.² The Williamsburgh Power Plant Corporation furnishes power to the companies of the B.-M. T. System at contract rates.^{3,4,5} See notes 4, 5 and 6, respectively, on first double page of this table.

by accounts of class C classification (the least detailed) ¹—Continued

EXPENSES—OPERATION OF POWER PLANT

Other power supplies and expenses	Power purchased	Power exchanged balance (incl. other operations)	Total, 1934	Total, 1933	Increase or (D) decrease 1934 over 1933
\$162,085 13	\$73,235 64		\$5,359,450 35	\$5,258,975 95	\$100,474 40
114,919 28	46,062 18	\$2,340,515 53	5,225,894 18	5,082,731 18	143,163 00
47,165 85	27,173 46	Cr 2,340,515 53	133,556 17	176,244 77	D 42,688 60
	4,989,143 35		4,999,343 35	4,861,502 96	137,840 39
4,415 44	1,498,305 76		1,631,235 50	580,583 73	1,050,651 77
\$166,500 57	\$6,560,684 75		\$11,990,029 20	\$10,701,062 64	\$1,288,966 56
\$420 69	\$163,729 60	⁶ Cr \$34 97	\$182,505 46	\$697,196 94	⁷ D \$514,691 48
277 31	112,360 82	⁶ Cr 2,099 85	122,696 01	2,559 74	D 2,559 74
698 00	276,090 42	Cr 2,134 82	305,201 47	146,695 09	D 23,999 08
				846,461 77	D 541,250 30
1,282 89	353,095 33	Cr 1,546 66	416,283 39	115,290 04	D 115,290 04
	165,973 38		165,973 38	391,812 43	³ D 24,470 96
1,282 89	519,068 71	Cr 1,546 66	582,256 77	163,370 41	D 2,602 97
				74,845 42	³ D 74,845 42
\$1,980 89	\$795,159 13	Cr \$3,681 48	\$887,458 24	745,318 30	D 163,061 53
\$400 37	\$109,963 63		\$116,655 21		D \$24,223 75
123 22	32,774 57		34,535 41	\$140,878 96	D 5,163 92
1,208 81	323,570 02	⁶ Cr \$1,025 69	342,485 38	39,699 33	D 116,778 59
170 63	33,119 89		41,081 69	459,263 97	D 12,301 53
\$1,903 03	\$499,428 11	Cr \$1,025 69	\$534,757 69	53,383 22	
	\$2,235,671 52		\$2,235,671 52	\$693,225 48	D \$158,467 79
	9,267 65		9,267 65		\$820 89
	9 00		9 00	\$2,234,850 53	D 2,710 88
				11,978 53	D 52 50
	\$2,244,948 17		\$2,244,948 17	61 50	
				\$2,246,890 66	D \$1,942 49
\$1,137 67	\$104,924 14	⁶ Cr \$68,884 55	\$52,787 30	⁶ \$58,097 36	D \$5,310 06
	68,884 55		68,884 55	76,581 26	D 7,696 71
134 65	23,514 02		25,467 65	66,158 05	D 40,690 40
	53,980 86	⁹ 901 24	59,882 10	58,550 00	1,332 10
\$1,272 32	\$256,303 57	Cr \$67,983 31	\$207,021 60		D \$52,365 07
\$249 93	\$37,527 96		\$39,127 89	\$259,386 67	
	445 27		445 27		D \$43,216 56
\$249 93	\$37,973 23		\$39,573 16	\$82,344 45	D 346 64
\$5,406 17	\$3,833,812 21	Cr \$72,690 48	\$3,913,758 86	791 91	
\$171,906 74	\$10,394,496 96	Cr \$72,690 48	\$15,903,788 06	\$83,136 36	D \$43,563 20
				\$4,874,409 24	D \$960,650 38
				\$15,575,471 88	\$328,316 18

⁶ Represents sales of power.⁷ Decrease is due principally to difference in method of reporting purchase and sale of power to system companies; see note 6, page 268.⁸ See note 11 on first double page of this table.⁹ Represents cost of power used by respondent's cars on Brooklyn & Queens Transit tracks.

TABLE XIII. Operating expenses, 1934: (A) Summary for all corporations

OPERATING STREET RAILWAYS	TRANSPORTATION		
	Superintend- ence of transportation	Motormen and operators	Conductors and other trainmen
RAPID TRANSIT			
Interborough Rapid Transit, Recr.....	\$680,758 22	\$2,193,962 78	\$3,758,624 16
Subway division.....	441,892 40	1,285,659 22	2,302,404 12
Elevated division.....	238,865 82	908,303 56	1,456,220 04
New York Rapid Transit (B.-M. T.).....	476,033 42	1,471,807 82	1,666,691 88
City of New York — Independent System Operation.....	233,810 66	471,477 73	375,549 90
Total.....	\$1,390,602 30	\$4,137,248 33	\$5,800,865 94
MANHATTAN SURFACE			
Third Avenue Ry. System Cos. in Manhattan:			
Third Avenue.....	\$73,848 51	\$373,520 55	(¹)
Dry Dock, E. B'way & B. (to Sept. 3, 1932).....			
42d St., Manh. & St. N. Ave.....	55,527 69	270,628 25	(¹)
Third Ave. Ry. System Cos. in Man.....	129,376 20	644,148 80	
Other Manhattan Companies:			
Second Avenue (to June 25, 1933).....			
New York Railways ²	166,971 02	885,219 39	\$463,143 60
Eighth & Ninth Avenues, Recr.....	41,792 90	183,205 90	(¹)
New York & Harlem (to December 16, 1932) ²			
Other Manhattan Companies.....	208,763 82	1,068,425 29	463,143 60
Total.....	\$338,140 12	\$1,712,574 09	\$463,143 60
BRONX SURFACE			
Third Avenue Ry. System Cos. in Bronx:			
New York City Interborough.....	\$36,442 63	\$234,262 88	\$825 54
Southern Boulevard.....	13,647 97	67,809 38	(¹)
Union.....	131,197 68	727,486 67	\$1,465 70
Westchester Electric.....	22,663 88	77,170 30	\$352 17
Total.....	\$203,952 16	\$1,106,729 23	\$2,643 41
BROOKLYN SURFACE			
Brooklyn & Queens Transit.....	\$576,977 61	\$3,784,964 38	\$84,813 89
South Brooklyn.....	31,937 31	122,478 49	(¹)
Bush Terminal.....		17,717 54	(¹)
Total.....	\$608,914 92	\$3,925,160 41	\$84,813 89
QUEENS SURFACE			
New York & Queens Transit.....	\$41,290 76	\$109,828 78	(¹)
Steinway Railways, Receivers.....	29,490 84	107,919 22	\$39 32
Jamaica Central (to November 25, 1933) ³	12,369 01	36,985 27	(¹)
Manhattan & Queens.....	19,075 96	46,194 89	45,049 11
Total.....	\$102,226 57	\$300,928 16	\$45,088 43
RICHMOND SURFACE			
Richmond Railways (to January 26, 1934) ⁴	\$9,672 03	\$53,724 19	(¹)
Southfield Beach (to September 10, 1933) ⁴	8 46	1,362 48	(¹)
Total.....	\$9,680 49	\$55,086 67	
Total, street surface lines.....	\$1,262,914 26	\$7,100,478 56	\$595,689 33
Grand total.....	\$2,653,516 56	\$11,237,726 89	\$6,396,555 27

¹ See note 1 on first double page of this table.^{2,4} See notes 4, 5 and 6, respectively, on first double page of this table.⁵ The excess of credits to Subway Division over charges to Elevated Division represents credits made for joint operation with the New York Rapid Transit of the Queensboro lines.

by accounts of class C classification (the least detailed) ¹—Continued

EXPENSES — OPERATION OF CARS

Car house employees and expenses	Miscellaneous transportation expenses	Joint operation of cars	Total, 1934	Total, 1933	Increase or (D) decrease 1934 over 1933
\$1,793,485 60	\$5,610,270 98	⁶ Cr \$268,798 41	\$13,768,303 33	\$15,289,745 95	D \$1,521,442 62
1,360,887 97	3,845,634 88	⁵ Cr 540,828 66	8,695,649 93	9,748,299 10	D 1,052,649 17
432,597 63	1,764,636 10	⁶ 272,030 25	5,072,653 40	5,541,446 85	D 468,793 45
569,710 03	2,586,414 16	89,997 95	6,860,655 26	6,870,162 35	D 9,507 09
231,843 74	1,371,160 06	.....	2,683,842 09	1,092,173 22	1,591,668 87
\$2,595,039 37	\$9,567,845 20	Cr \$178,800 46	\$23,312,800 68	\$23,252,081 52	\$60,719 16
\$34,515 50	\$42,207 56	.....	\$524,092 12	\$581,186 03	D \$57,093 91
23,225 25	40,160 94	.....	389,542 13	12,973 01	D 12,973 01
57,740 76	82,368 50	.....	913,634 25	419,843 74	D 30,301 61
				1,014,002 78	D 100,368 53
57,296 91	74,555 48	Cr \$1,661 55	1,645,524 85	169,387 21	D 169,387 21
39,992 07	14,067 09	.....	279,057 96	1,547,351 78	² 98,173 07
				307,170 45	D 28,112 49
97,888 98	88,622 57	Cr 1,661 55	1,924,582 81	100,478 44	² D 100,478 44
				2,124,587 88	D 199,805 07
\$155,029 73	\$170,991 07	Cr \$1,661 55	\$2,838,217 06	\$3,138,390 66	D \$300,173 60
\$26,192 81	\$34,280 58	.....	\$332,004 44	\$325,549 84	\$6,454 60
7,891 25	8,802 78	.....	98,151 38	100,834 36	D 2,682 98
81,401 52	87,858 48	.....	1,029,410 05	1,034,629 59	D 5,219 54
8,876 16	8,937 82	.....	118,000 33	115,024 11	2,976 22
\$124,361 74	\$139,879 66	.....	\$1,577,566 20	\$1,576,037 90	\$1,528 30
\$546,495 96	\$272,252 55	.....	\$5,265,504 39	\$5,672,133 90	D \$406,629 51
9,575 46	80,314 86	.....	244,306 12	268,900 38	D 24,594 26
.....	11,440 63	.....	29,158 17	33,028 88	D 3,870 71
\$556,071 42	\$364,008 04	.....	\$5,538,968 68	\$5,974,063 16	D \$435,094 48
\$27,980 69	\$4,424 01	.....	\$183,524 24	⁹ \$187,966 04	D \$4,441 80
15,420 10	10,917 86	.....	163,787 34	173,613 96	D 9,826 62
4,933 99	3,948 97	.....	58,237 24	150,605 86	D 92,368 62
9,410 58	4,072 35	.....	123,802 89	121,971 61	1,831 28
\$57,745 36	\$23,363 19	.....	\$529,351 71	\$634,157 47	D \$104,805 76
\$8,624 70	\$7,327 88	.....	\$79,348 80	\$149,044 34	D \$69,695 54
.....	34 82	.....	1,405 76	2,525 66	D 1,119 90
\$8,624 70	\$7,362 70	.....	\$80,754 56	\$151,570 00	D \$70,815 44
\$901,832 95	\$705,604 66	Cr \$1,661 55	\$10,564,858 21	\$11,474,219 19	D \$909,360 98
\$3,496,872 32	\$10,273,449 86	Cr \$180,462 01	\$33,877,658 89	\$34,726,300 71	D \$848,641 82

⁶ Respondent uses one-man cars only, the wages of Operators being included in preceding column.⁷, ⁸ Includes freight motormen and trainmen: ⁷ \$41,827.23; ⁸ \$16,870.88.⁹ See note 11 on first double page of this table.

TABLE XIII. Operating expenses, 1934: (A) Summary for all corporations

OPERATING STREET RAILWAYS	INJURIES AND DAMAGES ²			
	Reserved	Total, 1934 ³	Total, 1933 ³	Increase or (D) decrease 1934 over 1933
RAPID TRANSIT				
Interborough Rapid Transit, Recr.....		⁷ \$1,226,899 42	⁷ \$1,047,733 22	\$179,166 20
Subway division.....		⁷ 929,571 69	⁷ 766,150 31	163,421 38
Elevated division.....		⁷ 297,327 73	⁷ 281,582 91	15,744 82
New York Rapid Transit (B.-M. T.).....		714,779 83	724,179 37	D 9,399 54
City of New York — Indep. System Operation.....	\$162,476 77	211,969 49	85,862 20	126,107 29
Total.....	\$162,476 77	\$2,153,648 74	\$1,857,774 79	\$295,873 95
MANHATTAN SURFACE				
Third Avenue Ry. System Cos. in Manhattan:				
Third Avenue.....	Cr \$999 85	\$170,253 43	\$140,280 93	\$29,972 50
Dry Dock, E. B'way & B. (to Sept. 3, 1932).....			1,939 25	D 1,939 25
42d St., Manh. & St. N. Ave.....	Cr 4,143 47	99,272 51	84,500 90	14,771 61
Third Ave. Ry. System Cos. in Man.	Cr 5,143 32	269,525 94	226,721 07	42,804 86
Other Manhattan Companies:				
Second Avenue (to June 25, 1933).....			48,569 27	D 48,569 27
New York Railways ⁴	72,326 53	402,792 73	370,080 25	432,712 48
Eighth & Ninth Avenues, Recr.....		17,721 23	13,938 64	3,782 59
New York & Harlem (to Dec. 16, 1932) ⁴			17,228 34	⁴ D 17,228 34
Other Manhattan Companies.....	72,326 53	420,513 96	449,816 50	D 29,302 54
Total.....	\$67,183 21	\$690,039 90	\$676,537 58	\$13,502 32
BRONX SURFACE				
Third Avenue Ry. System Cos. in Bronx:				
New York City Interborough.....	Cr \$1,921 36	\$116,897 95	\$145,601 74	D \$28,703 79
Southern Boulevard.....	Cr 263 17	31,063 38	35,717 86	D 4,654 48
Union.....	Cr 13,321 38	333,073 76	370,938 58	D 37,864 82
Westchester Electric.....	2,546 66	35,406 31	22,901 66	12,504 65
Total.....	Cr \$12,959 25	\$516,441 40	\$575,159 84	D \$58,718 44
BROOKLYN SURFACE				
Brooklyn & Queens Transit.....		\$1,418,848 22	\$1,333,221 51	\$85,626 71
South Brooklyn.....		40,833 71	34,563 21	6,270 50
Bush Terminal.....				
Total.....		\$1,459,681 93	\$1,367,784 72	\$91,897 21
QUEENS SURFACE				
New York & Queens Transit.....	\$9,143 08	\$42,200 79	¹⁴ \$41,188 10	\$1,012 69
Steinway Railways, Receivers.....	5,207 72	33,266 32	38,239 34	D 4,973 02
Jamaica Central (to November 25, 1933) ⁵	8,443 85	15,609 41	47,888 52	D 32,279 11
Manhattan & Queens.....	Cr 954 26	17,734 15	15,244 55	2,489 60
Total.....	\$21,840 39	\$108,810 67	\$142,560 51	D \$33,749 84
RICHMOND SURFACE				
Richmond Railways (to January 26, 1934) ⁶	Cr \$10,293 59	\$14,224 40	\$25,162 51	D \$10,938 11
Southfield Beach (to September 10, 1933) ⁶	165 07	1,651 77	2,206 07	D 554 30
Total.....	Cr \$10,128 52	\$15,876 17	\$27,368 58	D \$11,492 41
Total, street surface lines.....	\$65,935 83	\$2,790,850 07	\$2,789,411 23	\$1,438 84
Grand total.....	\$228,412 60	\$4,944,498 81	\$4,647,186 02	\$297,312 79

¹ See note 1 on first double page of this table.² Some companies make provision for expenses in connection with Injuries and Damages and Casualty Reserves combined, from which are deducted actual expenditures, which may or may not be in excess of the amount provided in any one year. Certain others provide for a Casualty Reserve irrespective of and in addition to actual expenditures. The remaining companies make no provision for injuries.³ Reserved and expended.⁴⁻⁶ See these notes on first double page of this table.⁷ Includes Receivership expenses, as follows:

	1934	1933
Subway division.....	\$97 65	\$69 13
Elevated division.....	37 98	29 62
Total.....	\$135 63	\$98 75

by accounts of class C classification (the least detailed) ¹—Continued

TRAFFIC EXPENSES			GENERAL AND MISCELLANEOUS EXPENSES			
Total, 1934	Total, 1933	Increase or (D) decrease 1934 over 1933	Administration	Insurance	Miscellaneous expenses of general management (including relief department and pensions)	General amortiza- tion
\$106 69	\$621 74	D \$215 05	^{8, 10} \$1,108,090 27	\$104,642 93	¹¹ \$396,499 36	
203 56	398 90	D 195 34	^{8, 10} 752,650 10	53,461 45	¹¹ 172,556 45	
203 13	222 84	D 19 71	^{8, 10} 355,440 17	51,181 48	¹¹ 223,942 91	
4,574 96	2,148 15	2,426 81	⁹ 497,047 13	85,875 40	219,013 06	
848 88	154 94	693 94	197,569 46	1,724 33	8,401 09	
\$5,830 53	\$2,924 83	\$2,905 70	\$1,802,706 86	\$192,242 66	\$623,913 51	
			\$55,885 08	\$8,572 25	\$32,099 66	
			45,549 63	3,974 39	8,396 14	¹² \$1,619 88
			101,434 71	12,546 64	40,495 80	1,619 88
			166,907 76	6,474 68	102,267 59	
			35,103 92	12,430 84	2,240 45	
			202,011 68	18,905 52	104,508 04	
			\$303,446 39	\$31,452 16	\$145,003 84	\$1,619 88
			\$38,713 13	\$362 95	\$6,524 14	
			11,366 82		1,931 46	¹² \$351 15
			112,729 01	3,749 35	19,651 85	¹² 8,341 28
			10,972 21	359 31	2,416 46	
			\$173,781 17	\$4,471 61	\$30,523 91	\$8,692 43
\$7,196 43	\$5,237 13	\$1,959 30	\$327,100 11	\$36,180 16	\$300,749 67	
8,908 90	9,042 78	D 133 88	26,754 42	1,539 33	9,718 24	
			24,877 88	1,382 77	13,433 55	¹² \$5,290 28
\$16,105 33	\$14,279 91	\$1,825 42	\$378,732 41	\$39,102 26	\$323,901 46	\$5,290 28
\$31 00	\$3 50	¹⁴ \$27 50	\$43,344 21	\$10,761 47	\$1,001 76	¹² \$3,000 00
			27,462 79	454 52	972 46	
	35 78	D 35 78	12,888 01	6,109 07	8,873 84	¹³ 1,303 74
286 53	248 25	38 28	13,123 40	4,386 56	11,942 88	
\$317 53	\$287 53	\$30 00	\$96,818 41	\$21,711 62	\$22,790 94	\$4,303 74
			\$19,251 61	\$5,209 22	\$11,022 09	
			170 11	221 38	966 40	
			\$19,421 72	\$5,430 60	\$11,988 49	
\$16,422 86	\$14,567 44	\$1,855 42	\$972,200 10	\$102,168 25	\$534,208 64	\$19,906 33
\$22,253 39	\$17,492 27	\$4,761 12	\$2,774,906 96	\$294,410 91	\$1,158,122 15	\$19,906 33

^{8, 9} Includes Joint General Expense as follows: ⁸ Total I. R. T., Cr \$27,978.90; Subway division, Cr \$73,949.95; Elevated division, \$45,971.05; ⁹ \$28,070.73.

¹⁰ Includes, as follows:

	Subway division	Elevated division	Total
Investment in Materials and Supplies.....	\$76,717 19		\$76,717 19
Receivership Expenses.....	122,914 59	\$57,328 37	180,242 96
Total.....	\$199,631 78	\$57,328 37	\$256,960 15

¹¹ Includes Receivership Expenses — Total I. R. T., \$41.60; Subway division, \$29.95; Elevated division, \$11.65.

¹² Amortization of property which will revert to the City at the expiration of the franchise.

¹³ Represents amortization of Organization Expense.

¹⁴ See note 11 on first double page of this table.

TABLE XIII. Operating expenses, 1934: (A) Summary for all corporations

OPERATING STREET RAILWAYS	GENERAL AND MISCELLANEOUS		
	General stationery and printing	Store and stable expenses	Undistributed adjustments, balance
RAPID TRANSIT			
Interborough Rapid Transit, Reor.....	\$13,348 86	\$230,655 44	Cr \$39,155 35
Subway division.....	9,325 33	163,548 02	Cr 28,373 49
Elevated division.....	4,023 03	67,107 42	Cr 10,781 86
New York Rapid Transit (B.-M. T.).....	16,921 61	96,308 18	Cr 12,906 58
City of New York — Independent System Operation.....	8,401 23	43,116 39	Cr 3,258 06
Total.....	\$38,671 20	\$370,080 01	Cr \$55,319 99
MANHATTAN SURFACE			
Third Avenue Ry. System Cos. in Manhattan:			
Third Avenue.....	\$2,992 14	\$10,751 63	Cr \$7,823 34
Dry Dock, E. B'way & B. (to Sept. 3, 1932).....			
42d St., Manh. & St. N. Ave.....	2,967 49	6,155 53	
Third Ave. Ry. System Cos. in Manhattan.....	5,959 63	16,907 16	Cr 7,823 34
Other Manhattan Companies:			
Second Avenue (to June 25, 1933).....			
New York Railways ²	1,317 39	17,054 31	
Eighth & Ninth Avenues, Reor.....	1,617 46	7,412 81	Cr 136 70
New York & Harlem (to Dec. 16, 1932) ²			
Other Manhattan Companies.....	2,934 85	24,467 12	Cr 136 70
Total.....	\$8,894 48	\$41,374 25	Cr \$7,960 04
BRONX SURFACE			
Third Avenue Ry. System Cos. in Bronx:			
New York City Interborough.....	\$2,549 57	\$8,831 19	
Southern Boulevard.....	746 39	2,587 16	
Union.....	7,296 40	25,520 69	Cr \$83 42
Westchester Electric.....	675 88	1,812 03	
Total.....	\$11,268 24	\$38,751 07	Cr \$83 42
BROOKLYN SURFACE			
Brooklyn & Queens Transit.....	\$16,220 55	\$66,545 91	Cr \$10,267 92
South Brooklyn.....	1,106 80		
Bush Terminal.....	1,064 33		
Total.....	\$18,391 68	\$66,545 91	Cr \$10,267 92
QUEENS SURFACE			
New York & Queens Transit.....	\$523 40	\$4,159 47	Cr \$268 81
Steinway Railways, Receivers.....	282 87	1,579 11	Cr 30 81
Jamaica Central (to November 25, 1933) ³		694 76	
Manhattan & Queens.....	1,093 80	4,157 57	Cr 22 85
Total.....	\$1,900 07	\$10,590 91	Cr \$322 47
RICHMOND SURFACE			
Richmond Railways (to January 26, 1934) ⁴	\$641 12	\$105 43	
Southfield Beach (to September 10, 1933) ⁴			
Total.....	\$641 12	\$105 43	
Total, street surface lines.....	\$41,095 59	\$157,367 60	Cr \$18,633 85
Grand total.....	\$79,766 79	\$527,447 61	Cr \$73,953 84

* Signifies that Company has failed to make a charge for depreciation; see note 2 on first double page of this table.

¹ See note 1 on first double page of this table.

^{2,3} See notes 4, 5, and 6, respectively, on first double page of this table.

⁵ Includes Receivership Expenses: Total I. R. T., \$207.60; Subway division, \$149.46; Elevated division, \$58.14.

⁶ See notes 10 and 11 on preceding double page and note 5 above.

⁷ Includes Investment in Materials and Supplies (Subway division) \$205,035.09, and Receivership Expenses, \$307,813.58 (Subway div., \$211,514.03; Elevated div., \$96,299.55).

by accounts of class C classification (the least detailed) ¹—Concluded

EXPENSES — <i>Concluded</i>			GRAND TOTAL		
Total, 1934	Total, 1933	Increase or (D) decrease 1934 over 1933	1934	1933	Increase or (D) decrease 1934 over 1933
⁶ \$1,814,081 01	⁷ \$2,302,050 37	D \$487,969 36	⁸ \$35,587,536 95	⁸ \$38,864,051 82	D \$3,276,514 87
⁶ 1,123,167 86	⁷ 1,474,608 73	D 351,440 87	⁸ 25,559,842 24	⁸ 27,591,974 27	D 2,032,132 03
⁶ 690,913 15	⁷ 827,441 64	D 136,528 49	⁸ 10,027,694 71	⁸ 11,272,077 55	D 1,244,382 84
902,258 80	964,276 85	D 62,018 05	18,394,413 48	18,402,003 57	D 7,590 09
255,954 44	124,867 39	131,087 05	6,216,969 05	2,561,936 61	3,655,032 44
\$2,972,294 25	\$3,391,194 61	D \$418,900 36	\$60,198,919 48	\$59,827,992 00	\$370,927 48
\$102,477 42	\$121,338 85	D \$18,861 43	\$1,584,978 01	\$2,302,755 31	D \$717,777 30
68,663 06	1,748 45	D 1,748 45	1,003,306 81	24,374 41	D 24,374 41
171,140 48	73,799 81	D 5,136 75	2,588,284 82	1,078,137 99	D 74,831 18
	196,887 11	D 25,748 63		3,405,287 71	D 816,932 89
	79,848 81	D 79,848 81		595,196 85	D 595,196 85
294,021 73	291,094 33	² 2,927 40	4,017,350 02	3,756,839 59	² 280,510 43
58,668 78	70,418 36	D 11,749 58	*730,044 82	*801,197 96	D 71,153 14
352,690 51	19,498 16	² D 19,498 16	4,747,394 84	273,796 73	² D 273,796 73
	460,859 66	D 108,169 15		5,427,031 13	D 679,636 29
\$523,830 99	\$657,746 77	D \$133,915 78	\$7,335,679 66	\$8,832,298 84	D \$1,496,619 18
\$56,980 98	\$61,053 65	D \$4,072 67	\$908,349 47	\$903,310 77	\$5,038 70
16,982 98	17,999 38	D 1,016 40	268,162 77	320,320 66	D 52,157 89
177,205 16	189,223 33	D 12,018 17	2,843,805 69	2,941,239 72	D 97,434 03
16,235 89	17,316 22	D 1,080 33	233,929 38	310,956 02	22,973 36
\$267,405 01	\$285,592 58	D \$18,187 57	\$4,354,247 31	\$4,475,827 17	D \$121,579 86
\$736,528 48	\$785,335 47	D \$48,806 99	\$12,862,753 97	\$12,968,828 39	D \$106,074 42
39,118 79	39,275 40	D 156 61	438,839 21	449,928 26	D 11,089 05
46,048 81	41,813 42	4,235 39	*89,110 85	*88,029 24	1,081 61
\$821,696 08	\$866,424 29	D \$44,728 21	\$13,390,704 03	\$13,506,785 89	D \$116,081 86
\$62,521 50	⁹ \$83,666 61	D \$21,145 11	\$518,902 01	⁹ \$549,879 87	D \$30,977 86
30,720 94	32,032 96	D 1,312 02	*428,376 29	*472,783 97	D 44,407 68
29,869 42	79,169 57	D 49,300 15	153,631 57	447,606 51	D 293,974 94
34,681 36	34,431 97	249 39	331,610 65	323,670 86	7,939 79
\$157,793 22	\$229,301 11	D \$71,507 89	\$1,432,520 52	\$1,793,941 21	D \$361,420 69
\$36,229 47	\$52,409 64	D \$16,180 17	\$228,055 10	\$437,281 00	D \$209,225 90
1,357 89	504 27	853 62	*5,192 27	*8,639 60	D 3,447 33
\$37,587 36	\$52,913 91	D \$15,326 55	\$233,247 37	\$445,920 60	D \$212,673 23
\$1,808,312 66	\$2,091,978 66	D \$283,666 00	\$26,746,398 89	\$29,054,773 71	D \$2,308,374 82
\$4,780,606 91	\$5,483,173 27	D \$702,566 36	\$86,945,318 37	\$88,882,765 71	D \$1,937,447 34

⁸ Includes, as follows:

	Investment in Materials and Supplies		Receivership Expenses	
	1934	1933	1934	1933
Subway division.....	\$76,717 19	\$205,035 09	\$123,191 65	\$211,583 16
Elevated division.....			57,436 14	96,329 17
Total.....	\$76,717 19	\$205,035 09	\$180,627 79	\$307,912 33

⁹ See note 11 on first double page of this table.

TABLE XIII. Operating expenses, 1934:

NAME OF ACCOUNT	INTERBOROUGH RAPID RECEIVER	
	Subway division	Elevated division
MAINTENANCE OF WAY AND STRUCTURES		
Superintendence of way and structures.....	\$708,082 81	\$242,334 02
Ballast.....	1,175 70	
Ties.....	66,238 92	53,704 59
Rails.....	178,594 44	98,028 87
Rail fastenings and joints.....	90,772 32	48,459 28
Special work.....	68,677 24	17,957 16
Underground construction.....		
Roadway and track labor.....	763,009 02	387,866 89
Paving.....		
Miscellaneous roadway and track expenses.....	42,532 18	30,625 57
Cleaning and sanding track.....	224,798 64	10,977 96
Removal of snow, ice and sand.....	25,690 97	24,773 73
Repairs of tunnels.....	345,148 79	117 29
Repairs of elevated structures and foundations.....	169,766 88	303,295 87
Repairs of bridges, trestles and culverts.....		11,451 95
Repairs of crossings, fences and signs.....		
Repairs of signal and interlocking systems.....	462,714 19	157,349 67
Telephone and telegraph repairs.....	44,682 20	16,528 03
Other miscellaneous way expenses.....	193,800 76	60,599 53
Pole and fixture repairs.....		
Underground conduit repairs.....	17,617 71	16,110 41
Transmission system repairs.....	36,136 53	10,125 60
Distribution system repairs.....	290,587 31	98,847 27
Miscellaneous electric line expenses.....	25,145 73	10,524 02
Repairs of buildings and structures.....	847,589 89	287,376 02
Power plant (including sub-station) buildings.....	66,855 76	36,532 03
Other buildings and structures.....	780,734 13	250,843 99
Joint way and structures.....	² Cr 200,692 01	² 86,145 50
Depreciation of way and structures.....	25,000 00	2,500 00
Total.....	\$4,427,070 22	\$1,975,699 23
MAINTENANCE OF EQUIPMENT		
Superintendence of equipment.....	\$379,790 95	\$171,905 97
Repairs of furnaces, boilers and accessories.....	363,615 20	130,129 43
Repairs of steam engines.....	35,752 61	35,580 68
Repairs of power plant electric equipment.....	48,034 86	53,668 47
Repairs of miscellaneous power plant equipment.....	4,028 00	2,952 11
Repairs of sub-station equipment.....	53,218 30	5,288 12
Repairs of passenger and combination cars.....	2,060,235 95	714,193 08
Repairs of locomotives.....		
Repairs of service cars.....	7,732 64	4,598 66
Repairs of electric (motor) equipment of cars.....	1,029,300 93	418,425 44
Repairs of electric equipment of locomotives.....		
Repairs of shop machinery and tools.....	31,992 68	5,331 59
Shop expenses.....	657,136 59	254,566 34
Repairs of vehicles.....	5,869 00	2,282 34
Other miscellaneous equipment expenses.....	12,944 29	8,914 75
Maintaining joint equipment.....	² Cr 6,367 20	² 2,004 92
Depreciation of equipment.....	475,000 00	47,500 00
Total.....	\$5,158,284 80	\$1,857,341 90
TRANSPORTATION EXPENSES — OPERATION OF POWER PLANT		
Power plant labor.....	\$581,134 02	\$429,988 43
Fuel for power.....	1,760,421 09	1,898,985 93
Water for power.....	22,385 51	9,842 94
Lubricants for power.....	4,594 28	4,613 98
Miscellaneous power plant supplies and expenses.....	68,987 02	28,779 21
Sub-station labor.....	382,842 08	70,758 03
Sub-station supplies and expenses.....	18,952 47	3,929 72
Power purchased.....	46,062 18	27,173 46
Power exchanged — balance.....	2,340,515 53	Cr 2,340,515 53
Other operations.....		
Total.....	\$5,225,894 18	\$133,556 17

¹ The Third Avenue Railway System figures have been taken from the consolidated statement of the railway system and therefore exclude intercompany items. The System figures include, however, the railway expenses of the System companies operating outside New York City and not filing annual returns with this Commission, and exclude all bus expenses of the System. See abstract, page 449.

² The excess of credits to Subway Division over charges to Elevated Division represents credits made for joint operation with the New York Rapid Transit of the Queensboro lines.

(B) Complete details for selected corporations

TRANSIT,	New York Rapid Transit (B.-M. T.)	City of New York, Independent System Operation	Third Avenue Railway System ¹	New York Railways	Brooklyn & Queens Transit
Total					
\$950,416 83	\$191,126 85	\$107,191 35	\$160,856 43	\$38,001 04	\$168,297 11
1,175 70			172 26		1,618 79
119,943 51	62,026 66	80 73	3,374 49		50,463 52
276,623 31	137,168 36	2,493 98	28,054 36	15,629 07	97,215 08
139,231 60	58,365 04	2,957 46	36,544 40	14,545 98	38,060 70
86,634 40	23,238 25	7,958 11	52,772 33	13,009 18	109,235 88
			14,824 67	21,179 83	
1,150,875 91	306,749 14	144,541 18	244,201 61	157,737 21	401,970 51
			246,685 18	91,948 41	305,830 90
73,157 75	28,166 27	10,945 36	31,080 52	15,038 71	42,241 66
235,776 60	25,640 71	43,668 43	⁵ 83,189 32	⁶ 85,942 18	18,862 74
50,464 70	79,005 35	18,305 89	79,007 21	49,495 84	66,469 41
345,266 08	91,370 90	107,255 71		449 17	74 30
473,062 75	138,567 38	10 80			
11,451 95	970 70	175 49	4,163 49		1,270 16
	7,192 78				912 83
620,063 86	303,300 84	196,101 44	1,824 27		44,914 12
61,210 23	23,852 36	30,586 67	31 02	1,695 89	559 31
254,400 29	28,243 46	16,321 89	40 26		1,322 05
	1,898 59		13,650 39		37,039 96
33,728 12	6,017 20		555 94	1,605 09	5,443 31
46,262 13	3,052 47	939 68	7,681 88	13,022 79	25 44
389,434 58	104,661 72	70,217 40	106,295 89	96,324 58	111,262 71
35,669 75	22,907 87	612 30	3,929 72		36,677 55
1,134,965 91	322,107 26	160,039 96	137,275 35	25,495 38	70,543 30
103,387 79		6,450 46	1,587 37	41 45	
1,031,578 12	322,107 26	143,589 50	135,687 98	25,453 93	70,543 30
² Cr 114,546 51	116,737 03		Cr 2,674 44	Cr 5,604 49	
27,500 00	320,000 00	(⁴)	312,475 09	94,546 00	⁷ Cr 161,528 69
\$6,402,769 45	\$2,402,367 19	⁴ \$910,403 83	\$1,566,011 64	\$730,061 86	\$1,448,782 65
\$551,696 92	\$154,045 32	\$48,167 58	\$32,686 24	\$23,745 48	\$75,851 88
493,744 63					
71,333 29					
101,703 33					
6,980 11					
58,506 42	612 92	14,953 87	9,378 95	311 42	
2,774,429 03	847,001 71	164,521 99	519,736 77	212,164 92	788,918 42
	1,332 74				
12,331 30	5,058 51	365 75	28,589 28	1,242 98	21,588 50
1,447,726 37	533,640 61	35,187 64	227,827 73	202,688 80	379,598 26
	1,024 67				
37,324 27	18,239 50	10,711 79	15,733 34	3,520 60	20,838 67
911,702 93	467,464 20	79,266 33	68,995 62	18,714 87	106,472 27
8,151 34	Cr 2,321 27	3,312 69	22,484 54	13,014 19	25,209 28
21,859 04	161 71	862 34		39,424 28	56 23
² Cr 4,362 28	4,173 47			Cr 10 12	
522,500 00	480,000 00	⁴ 165,364 84	118,575 29	13,848 04	331,688 77
\$7,015,626 70	\$2,510,434 09	⁴ \$522,714 82	\$1,044,007 76	\$528,665 46	\$1,750,222 28
\$1,011,122 45	\$10,200 00				
3,659,407 02					
32,228 45					
9,208 26					
97,766 23					
453,600 11		\$128,514 30	\$73,939 33	\$63,451 83	
22,882 19		4,415 44	2,768 52	1,282 89	
73,235 64	³ 4,989,143 35	1,498,305 76	834,481 75	353,095 33	³ \$2,235,671 52
				Cr 1,546 66	
\$5,359,450 35	\$4,999,343 35	\$1,631,235 50	\$911,189 60	\$416,283 39	\$2,235,671 52

³ The Williamsburgh Power Plant Corporation furnishes power to the companies of the B.-M. T. System at contract rates. See abstract of Brooklyn-Manhattan Transit, page 384.

⁴ Total Depreciation of Way and Structures, and Equipment (2 per cent. of total operating revenues) is here included under Maintenance of Equipment.

⁵, ⁶ Includes Tube cleaning: ⁵ \$19,484.06; ⁶ \$44,182.72.

⁷ See note 22, page 179.

TABLE XIII. Operating expenses, 1934: (B) Complete

NAME OF ACCOUNT	INTERBOROUGH RAPID RECEIVER	
	Subway division	Elevated division
TRANSPORTATION EXPENSES — OPERATION OF CARS		
Superintendence of transportation.....	\$441,892 40	\$238,865 82
Passenger motormen.....	1,285,659 22	908,303 56
Operators (one-man cars).....		
Surface car conductors.....		
Elevated and subway conductors and guards.....	2,302,404 12	1,456,220 04
Other passenger trainmen.....		
Miscellaneous car service employees.....	414,163 89	175,522 56
Miscellaneous car service expenses.....	209,377 52	72,251 10
Station employees.....	2,326,110 92	1,122,044 62
Station expenses.....	238,338 66	88,411 50
Car-house employees.....	1,360,887 97	432,597 63
Car-house expenses.....		
Operation of signal and interlocking systems.....	539,851 92	237,611 94
Operation of telephone and telegraph systems.....	39,975 75	15,551 25
Other transportation expenses.....	77,816 22	53,243 13
Joint operation of cars.....	² Cr 540,828 66	² 272,030 25
Total.....	\$8,695,649 93	\$5,072,653 40
INJURIES TO PERSONS AND DAMAGES TO PROPERTY		
Claim department expense.....	\$84,879 78	\$32,684 71
Medical expenses.....	62,385 75	31,520 94
Claims for injuries to employees.....	171,177 47	96,696 27
Other injuries and damages.....	415,021 48	83,953 17
Law expenses in connection with damages.....	³ 184,536 37	³ 66,313 67
Salaries and expenses of attorneys.....	165,683 67	61,961 22
Court costs and expenses.....	18,001 49	3,506 33
Law printing.....	851 21	846 02
Other expenses.....	11,570 84	6,159 07
Reserved.....		
Total.....	\$929,571 69	\$297,327 73
TRAFFIC EXPENSES		
Superintendence and solicitation.....		
Advertising.....	\$203 56	\$203 13
Parks and other attractions.....		
Total.....	\$203 56	\$203 13
GENERAL AND MISCELLANEOUS EXPENSES		
Salaries and expenses of general officers.....	\$106,046 81	\$41,246 40
Salaries and expenses of general office clerks.....	326,577 54	127,954 36
General office supplies and expenses.....	100,392 81	46,730 90
General law expenses.....	93,951 11	36,209 09
Receivership expenses.....	123,094 00	57,398 16
Insurance.....	53,461 45	51,181 48
Relief department and pensions.....	39,985 13	175,733 81
Miscellaneous general expenses.....	132,541 37	48,197 45
Amortization of property and franchise.....		
Joint general expense.....	² Cr 73,949 95	² 45,971 05
General stationery and printing.....	9,175 87	3,964 89
Store expenses.....	163,548 02	67,107 42
Stable expenses.....		
Materials and supplies.....	76,717 19	
Undistributed adjustments — balance.....	Cr 28,373 49	Cr 10,781 86
Total.....	\$1,123,167 86	\$690,913 15
Grand total.....	\$25,559,842 24	\$10,027,694 71

^{1, 2} See these notes on preceding double page.³ Includes Receivership Expenses — Subway division, \$97.65; Elevated division, \$37.98; total I. R. T. \$135.63.

details for selected corporations — Concluded

TRANSIT,	New York Rapid Transit (B.-M. T.)	City of New York, Independent System Operation	Third Avenue Railway System ¹	New York Railways	Brooklyn & Queens Transit
Total					
\$680,758 22	\$476,033 42	\$233,810 66	\$383,174 80	\$166,971 02	\$576,977 61
2,193,962 78	1,445,045 91	471,477 73		470,773 73	84,669 23
	26,761 91		1,892,293 37	414,445 66	3,700,295 15
				463,143 60	84,813 89
3,758,624 16	1,666,691 88	375,549 90			
589,686 45	253,519 44	140,214 06	126,849 64	7,670 58	16,407 82
281,628 62	92,814 38	25,473 34	65,923 38	43,156 56	137,205 87
3,448,155 54	1,573,646 69	858,004 44	1,829 96		26,394 59
326,750 16	180,523 09	102,780 19			1,402 34
1,793,485 60	544,480 00	226,579 07	188,568 13	51,570 18	493,865 70
	25,230 03	5,264 67	12,357 10	5,726 73	52,630 26
777,463 86	433,569 22	175,471 09			
55,527 00	38,553 61	48,057 79		8,689 70	24,551 87
131,059 35	13,787 73	21,159 15	59,754 02	15,038 64	66,290 06
² Cr 268,798 41	89,997 95			Cr 1,661 55	
\$13,768,303 33	\$6,860,655 26	\$2,683,842 09	\$2,730,750 40	\$1,645,524 85	\$5,265,504 39
\$117,564 49	\$82,178 52	\$22,029 71	\$134,306 70	\$28,149 09	\$71,852 24
93,906 69	17,486 45	18,775 47	22,381 47	9,482 33	23,555 48
267,873 74	42,244 86	7,190 18	56,689 17	14,392 56	78,195 05
478,974 65	408,449 15	726 45	470,638 56	172,202 19	959,135 02
² 260,849 94	164,440 85	771 91	166,174 66	75,911 63	286,110 43
227,644 89	121,597 02		78,317 07	71,328 53	127,978 35
21,507 82	41,978 21	771 91	86,129 30	4,280 73	155,417 64
1,697 23	865 62		1,728 29	302 37	2,714 44
17,729 91		Cr 1 00	4,180 32	30,328 40	
		162,476 77	Cr 19,164 66	72,326 53	
\$1,226,899 42	\$714,779 83	\$211,969 49	\$835,206 22	\$402,792 73	\$1,418,848 22
					\$6,131 24
\$406 69	\$4,574 96	\$848 88			1,064 68
					51
\$406 69	\$4,574 96	\$848 88			\$7,196 43
\$147,293 21	\$109,457 62	\$44,630 74	\$89,324 77	\$46,125 00	\$79,292 46
454,531 90	135,148 92	134,473 64	125,075 89	87,564 38	109,543 30
147,123 71	167,348 07	18,467 18	35,682 14	8,230 92	81,021 13
130,160 20	57,021 79		48,147 77	24,987 46	57,243 22
180,492 16					
104,642 93	85,875 40	1,724 33	18,223 00	6,474 68	36,180 16
215,718 94	78,631 40		18,921 03	72,097 35	196,599 75
180,738 82	140,381 66	8,401 09	59,929 79	30,170 24	104,149 92
			⁴ 10,312 31		
² Cr 27,978 90	28,070 73				
13,140 76	16,921 61	8,401 23	18,726 01	1,317 39	16,220 55
230,653 44	96,308 18	43,114 29	44,318 23	12,108 70	66,545 91
			15,883 75	4,945 61	
76,717 19					
Cr 39,155 35	Cr 12,906 58	Cr 3,258 06	Cr 7,906 76		Cr 10,267 92
\$1,814,081 01	\$902,258 80	\$255,954 44	\$476,655 93	\$294,021 73	\$736,528 48
\$35,587,536 95	\$18,394,413 48	\$6,216,969 05	\$7,563,821 55	\$4,017,350 02	\$12,862,753 97

¹ Amortization of property which will revert to the City at the expiration of the franchise.

TABLE XIV. TAXES,
(Cents included in tabulation, but omitted in

OPERATING STREET RAILWAYS	LOCAL				
	Real estate	Corporate real property	Special franchise	Car license	Gross receipts, percentage of
RAPID TRANSIT					
Interborough Rapid Transit, Recor.....	\$523,700	\$137,101	\$1,046,435		¹ \$722,352
Subway division.....	175,572	8,251			¹ 567,978
Elevated division.....	348,128	128,850	1,046,435		¹ 154,374
New York Rapid Transit (B.-M. T.).....	70,522	489,338	556,876		(⁵)
City of New York — Independent System Operation.....					
Total.....	\$594,223	\$626,440	\$1,603,311		\$722,352
MANHATTAN SURFACE					
Third Avenue Ry. System Cos. in Manhattan:					
Third Avenue.....	\$147,433		\$103,217	\$2,490	¹³ \$19,082
42d St., Manh. & St. N. Ave.....	2,439		74,001		¹⁴ 2,306
Third Ave. Ry. System Cos. in Manhattan.....	149,872		177,219	2,490	21,388
Other Manhattan Companies:					
New York Railways.....	143,510		80,533	19,424	¹⁵ 134,080
Eighth & Ninth Avenues, Recor.....			40,130	3,040	¹⁶ 9,930
Other Manhattan Companies.....	143,510		120,663	22,464	144,011
Total.....	\$293,382		\$297,882	\$24,954	\$165,400
BRONX SURFACE					
Third Avenue Ry. System Cos. in Bronx:					
New York City Interborough.....					¹⁷ \$64,747
Southern Boulevard.....					¹⁸ 20,864
Union.....	\$30,406				¹⁹ 201,622
Westchester Electric.....	5,379		\$1,769		9,749
Total.....	\$35,786		\$1,769		\$296,984
BROOKLYN SURFACE					
Brooklyn & Queens Transit.....	\$206,373	\$79,367	\$327,836	\$22,178	⁶ \$38,862
South Brooklyn.....	8,303	103,467	966		⁷ 2,890
Bush Terminal.....			7,993		¹ 45
Total.....	\$214,676	\$182,835	\$336,796	\$22,178	\$41,798
QUEENS SURFACE					
New York & Queens Transit.....	\$10,487	\$3,451	\$5,041		²⁰ \$11,752
Steinway Railways, Receivers.....	3,305	311	6,868		²¹ 1,338
Jamaica Central (to November 26, 1933).....	544	357	241		²² 4,420
Manhattan & Queens.....			8,166		¹ 3,098
Total.....	\$14,337	\$4,121	\$20,317		\$20,610
RICHMOND SURFACE					
Richmond Railways (to January 26, 1934).....	\$1,418	\$307			⁸ \$5,058
Southfield Beach (to September 10, 1933).....		1,352			¹⁷
Total.....	\$1,418	\$1,659			\$5,065
Total, street surface lines.....	\$559,601	\$188,615	\$656,767	\$47,133	\$529,858
Grand total.....	\$1,153,824	\$815,056	\$2,260,079	\$47,133	\$1,252,211

¹ City Emergency tax of 1½ per cent on Gross Revenue.² Consists of tax on Bond interest payments, \$15,742.82 (Elevated div.); tax on checks, \$704.06 (Subway div., \$506.15; Elevated div., \$197.91); tax on power sold, \$4.12 (Subway div.).³ Adjustment of Federal tax on Bond interest payments paid.⁴ Excess payments over accruals for the years 1917 to 1923 of Federal Income Taxes assessed against Manhattan Railway Company, paid under protest.⁵⁻⁸ Exclusive of City Emergency tax, which is charged to Suspense: ⁵ \$164,545; ⁶ \$90,454.19; ⁷ \$379.52; ⁸ \$2,173.78.⁹ Bridge tolls.¹⁰ Consists of Gasoline tax, \$563.89, and Sales tax, \$133.01.¹¹ Consists of Capital Stock tax, \$44,064, and Gasoline and Excise tax, \$5,202.58.¹² Exclusive of \$23,018.11, charged to Reserve for Undetermined Assets, etc.¹³⁻²² Includes City Emergency tax: ¹³ \$1,519.90; ¹⁴ \$2,306.07; ¹⁵ \$64,992.98; ¹⁶ \$9,494.10; ¹⁷ \$1,836.42; ¹⁸ \$516.58; ¹⁹ \$5,426.62; ²⁰ \$7,753.30; ²¹ \$588.87; ²² \$1,606.66.

1934: (A) Tax charges
publication: totals include additions of cents)

Bridge tolls and other	STATE					FEDERAL		Total assign- able to street railway operation	Non- operating charges	Surplus charges and credits
	Total	Gross earnings	Capital stock	Motor vehicle license	Other	Income	Other			
	\$2,429,590	\$281,817	\$76,401				² \$16,451	\$2,804,200	\$2,100	Dr \$3,118,385
	751,801	220,687	2,309				² 510	975,310		³ Dr 26
	1,677,788	61,129	74,091				² 15,940	1,828,950	2,100	⁴ Dr 3,118,358
⁹ \$91,250	1,207,988	160,121	98,435	\$870	¹⁰ \$696	\$422,000	¹¹ 49,266	1,939,379	13,565	¹² Dr 7,636
\$91,250	\$3,637,578	\$441,939	\$174,836	\$870	\$696	\$422,000	\$65,717	\$4,743,639	\$15,666	Dr \$3,126,021
	\$272,223	\$9,341	\$1,241	\$1,864				\$284,671		
	78,746	8,227	125					87,099		
	350,970	17,668	1,366	1,864				371,770		
²³ \$40,000	417,549	24,584	5,899		²⁴ \$1,246		²⁵ \$1,786	451,066	\$11,716	Dr \$4,800
	53,100	3,760					22	56,883		²⁶ Dr 11,877
40,000	470,650	28,346	5,899		1,246		1,808	507,950	11,716	Dr 16,678
\$40,000	\$821,620	\$45,914	\$7,266	\$1,864	\$1,246		\$1,808	\$879,720	\$11,716	Dr \$16,678
²⁷ \$9,000	\$73,747	\$6,962	\$500				²⁸ \$2,500	\$83,709		Dr \$14,053
	20,864	2,034	12				²⁸ 100	23,011		
²⁹ 11,417	243,447	20,310	110	\$1,359			²⁸ 2,000	267,227	\$251	
	16,898	1,983	25	114				19,022	³⁰ 10,577	
\$20,417	\$354,958	\$31,291	\$647	\$1,474			\$4,600	\$392,971	\$10,828	Dr \$14,053
⁹ \$18,953	\$693,572	\$88,968	\$52,225	\$5,091	³¹ \$4,445	\$99,500	³² \$19,062	\$962,865	\$16,593	Cr \$135,786
	115,627	3,511	7,411			36,500	³³ 2,598	165,649	5,695	Dr 1,743
³⁷ 5,440	13,480	888	20				³⁴ 816	15,205		Cr 40,657
\$24,394	\$822,679	\$93,368	\$59,657	\$5,091	\$4,445	\$136,000	\$22,477	\$1,143,719	\$22,288	Cr \$174,700
	\$30,733	\$3,022	\$65		\$114	\$2,959	³⁵ \$1,440	\$38,336		
³⁸ \$1,634	13,458	2,406		\$49				15,914		Dr \$38,237
³⁹ 23	5,586	919	113	126			16	6,762	³⁰ \$655	Dr 12,392
	11,265	2,056	20				²⁸ 1	13,342		
\$1,657	\$61,044	\$8,404	\$198	\$176	\$114	\$2,959	\$1,458	\$74,356	\$655	Dr \$50,629
³⁹ \$116	\$6,900	\$127	\$935				³⁶ \$334	\$8,298		Cr \$5,048
	1,359	1	224					1,585		Cr 250
\$116	\$8,260	\$129	\$1,159				\$334	\$9,883		Cr \$5,299
\$86,586	\$2,068,562	\$179,108	\$68,929	\$8,605	\$5,806	\$138,959	\$30,679	\$2,500,652	\$45,489	Cr \$98,638
\$177,836	\$5,706,141	\$621,047	\$243,765	\$9,476	\$6,503	\$560,959	\$96,397	\$7,244,291	\$61,155	Dr \$3,027,383

²² Stipulated rents to City.

²⁴ Consists of Gasoline tax, \$629.19, and Sales tax, \$617.64.

²⁵ Consists of Capital Stock tax, \$75; Excise tax, \$1,488.96, and Processing tax, \$222.30.

²⁶ Estate account; includes \$922.67 applicable to 1934.

²⁷ Annual rentals of \$3,000 each for Washington, McCombs Dam and 149th Street Bridges.

²⁸ Capital Stock tax.

²⁹ Consists of Bridge rentals, \$10,900, and tax on Streets and curves, \$517.84.

³⁰ Taxes charged to Bus operations.

³¹ Consists of Gasoline tax, \$4,358.58, and Sales tax, \$86.66.

^{32,36} Includes Capital Stock tax: ³² \$13,000; ³³ \$2,250; ³⁴ \$800; ³⁵ \$1,200; ³⁶ \$250.

³⁷ Consists of Passenger Minimum tax, \$500; Trackage (linear foot) tax, \$4,472.34, and tax on Spur tracks, \$468.21.

³⁸ Tax on Jane Street Loop.

³⁹ Tax on personal property.

TABLE XIV. Taxes, 1934:

OPERATING STREET RAILWAYS	LOCAL				
	Real estate	Corporate real property	Special franchise	Car license	Gross receipts, percent- age of
RAPID TRANSIT					
Interborough Rapid Transit	\$696 06		\$8,397 00		
Subway division					
Elevated division	696 06		8,397 00		
Interborough Rapid Transit, Reer	283,169 22	\$36,654 25	87,436 03		
Subway division	269,831 43	12,327 25			
Elevated division	13,337 79	24,307 00	87,436 03		
New York Rapid Transit (B.-M. T.)	73,454 87	507,795 26	556,876 64		
City of New York — Independent System Operation.					
Total	\$357,320 15	\$544,429 51	\$652,709 67		
MANHATTAN SURFACE					
Third Ave. Ry. System Cos. in Manhattan:					
Third Avenue	\$224,843 22		\$157,200 41	\$2,480 00	\$18,573 90
42d St., Manh. & St. N. Ave.	13,214 00		71,992 84		
Third Ave. Ry. System Cos. in Man.	238,057 22		229,193 25	2,480 00	18,573 90
Other Manhattan Companies:					
New York Railways	152,834 36		74,085 02	18,200 00	107,858 00
Eighth & Ninth Avenues, Rec.					5,506 81
Other Manhattan Companies	152,834 36		74,085 02	18,200 00	113,364 81
Total	\$390,891 58		\$303,278 27	\$20,680 00	\$131,938 71
BRONX SURFACE					
Third Ave. Ry. System Cos. in Bronx:					
New York City Interborough					\$63,246 12
Southern Boulevard					20,305 63
Union	\$43,030 00				195,794 74
Westchester Electric	18 4,522 64		\$2,954 99		15,580 35
Total	\$47,552 64		\$2,954 99		\$294,926 84
BROOKLYN SURFACE					
Brooklyn & Queens Transit	\$228,261 00	\$180,381 32	\$626,043 00	\$43,140 00	\$43,175 21
South Brooklyn	10,573 51	123,579 06	966 68		45 74
Bush Terminal					
Total	\$238,834 51	\$303,960 38	\$627,009 68	\$43,140 00	\$43,220 95
QUEENS SURFACE					
New York & Queens Transit	\$14,924 70	\$1,080 58	\$3,836 16		\$3,982 30
Steinway Railways, Receivers	14,905 54				8,494 39
Jamaica Central (to November 25, 1933)			241 13		28,609 51
Manhattan & Queens					3,098 71
Total	\$29,830 24	\$1,080 58	\$4,077 29		\$44,184 91
RICHMOND SURFACE					
Richmond Railways (to January 26, 1934)	\$1,418 19	\$307 50			\$6,753 66
Southfield Beach (to September 10, 1933)		883 20			7 19
Total	\$1,418 19	\$1,190 70			\$6,760 85
Total, street surface lines	\$708,527 16	\$306,231 66	\$937,320 23	\$63,820 00	\$521,032 26
Grand total	\$1,065,847 31	\$850,661 17	\$1,590,029 90	\$63,820 00	\$521,032 26

¹ Tax on Bond Interest payments.² Consists of Tax on Bond Interest payments, \$22,850.60 (Elevated division); tax on power sold, \$2.84 (Subway division); and tax on checks, \$704.06 (Subway division, \$506.15; Elevated division, \$197.91).³ Bridge tolls.⁴ Consists of Gasoline tax, \$563.89; and Sales tax, \$133.01.⁵ Consists of Capital Stock tax, \$44,064, and Gasoline and Manufacturers Excise tax, \$5,202.58.⁶ Includes portion of City Emergency tax of 1½ per cent, paid under protest: ⁶ \$38,409.03; ⁷ \$2,173.78; ⁸ \$7.19.⁹ Stipulated rents to City.¹⁰ Consists of Gasoline tax, \$662.77, and Sales tax, \$742.58.¹¹ Consists of Capital Stock tax, \$50; Excise tax, \$1,588.90; and Processing tax, \$327.36.¹² City Emergency tax.

(B) Tax payments

Bridge tolls and other	STATE					FEDERAL		Grand total
	Total	Gross earnings	Capital stock	Motor vehicle license	Other	Income	Other	
	\$9,093 06	\$41,211 41				\$33,892 26	¹ \$23,260 67	\$107,457 40
		30,634 09					¹ 9,383 31	40,017 40
	9,093 06	10,577 32				33,892 26	¹ 13,877 36	67,440 00
	407,239 50	254,698 75	\$4,840 60				² \$23,657 60	690,336 25
	282,158 68	196,579 03	4,840 50				² 508 99	484,087 20
	125,080 82	58,119 72					² 23,048 51	206,249 05
³ \$94,500 00	1,232,626 77	162,592 77	98,727 08	\$870 40	⁴ \$696 90	391,305 89	⁵ 49,266 58	1,936,086 39
\$94,500 00	\$1,646,959 33	\$458,502 93	\$103,567 58	\$870 40	\$696 90	\$425,198 15	\$96,084 75	\$2,733,880 04
	\$403,097 53	\$10,190 71	\$1,203 60	\$1,852 94				\$416,344 78
	85,206 84	8,158 85	125 00					93,490 69
	466,304 37	18,349 56	1,328 60	1,852 94				509,835 47
⁶ \$40,000 00	392,977 38	25,447 54	5,870 17		¹⁰ \$1,405 35		¹¹ \$1,966 26	427,666 70
	5,506 81						22 30	5,529 11
40,000 00	398,484 19	25,447 54	5,870 17		1,405 35		1,988 56	433,195 81
\$40,000 00	\$886,788 56	\$43,797 10	\$7,198 77	\$1,852 94	\$1,405 35		\$1,988 56	\$943,031 28
¹² \$9,000 00	\$72,246 12	\$7,106 74	\$500 00			\$14,053 56	¹⁴ \$2,500 00	\$96,406 42
	20,305 63	2,079 97	12 50				¹⁴ 100 00	22,498 10
¹⁵ 10,932 88	249,757 62	20,709 14	110 00	\$1,395 70			¹⁴ 2,000 00	273,972 46
	23,057 98	¹⁶ 3,385 16	25 00	¹⁶ 2,827 50				¹⁶ 29,295 64
\$19,932 88	\$365,367 35	\$33,281 01	\$647 50	\$4,223 20		\$14,053 56	\$4,600 00	\$422,172 62
\$19,346 70	\$1,140,347 23	\$92,761 32	\$52,484 66	\$5,340 50	¹⁷ \$4,445 24	\$137,356 34	¹⁸ \$18,988 70	\$1,451,723 99
	135,119 25	3,558 23	6,705 19			20,671 21	¹⁹ 2,084 30	168,138 18
²⁰ 5,353 72	5,399 46	664 40	20 00				²⁰ 416 44	6,500 30
\$24,700 42	\$1,280,865 94	\$96,983 95	\$59,209 85	\$5,340 50	\$4,445 24	\$158,027 55	\$21,489 44	\$1,626,362 47
	\$23,823 74	\$2,743 98	\$65 22		\$114 74	\$4,880 94	\$840 97	\$32,469 59
²¹ \$1,634 76	25,034 69	2,760 07		\$73 60				27,868 36
	28,850 64	2,831 55				5,508 58	41 11	37,231 88
	3,098 71	2,500 00					¹⁴ 1 00	5,599 71
\$1,634 76	\$80,807 78	\$10,835 60	\$65 22	\$73 60	\$114 74	\$10,389 52	\$883 08	\$103,169 54
	\$8,479 35	\$2,256 05	\$1,735 00				²¹ \$209 79	\$12,680 19
	890 39	30 54	227 95				¹⁴ 1 00	1,149 88
	\$9,369 74	\$2,286 59	\$1,962 95				\$210 79	\$13,830 07
\$86,268 06	\$2,623,199 37	\$187,184 25	\$69,084 29	\$11,490 24	\$5,965 33	\$182,470 63	\$29,171 87	\$3,108,565 98
\$150,768 06	\$4,272,158 70	\$645,687 18	\$172,651 87	\$12,360 64	\$6,662 23	\$607,668 78	\$125,256 62	\$5,842,446 02

¹² Annual rentals of \$3,000 each for Washington, McCombs Dam and 149th Street Bridges.¹⁴ Capital Stock tax.¹⁵ Consists of Bridge rentals, \$10,900, and tax on Streets and curves, \$32.88.¹⁶ Includes tax payments applicable to Bus Operations: Real estate, \$744.93; City tax on gross earnings, \$1,664.39; State Gross Earnings tax, \$1,350.89; State Motor Vehicle licenses, \$2,713.10; total, \$10,973.31.¹⁷ Consists of Gasoline tax, \$4,358.58, and Sales tax, \$86.66.¹⁸ Consists of Capital Stock tax, \$12,926, and Manufacturers excise, \$6,062.70.¹⁹⁻²¹ Includes Capital Stock tax: ¹⁹\$1,740; ²⁰\$400; ²¹\$125.²² Consists of Passenger Minimum tax, \$500; trackage (linear foot) tax, \$4,385.51, and tax on Spur tracks, \$468.21.²³ Jane Street Loop.²⁴ Includes City Emergency tax, \$1,606.66.

TABLE XIV. Taxes, 1934:

OPERATING STREET RAILWAYS	LOCAL				
	Real estate	Corporate real property	Special franchise	Car license	Gross receipts, percentage of
RAPID TRANSIT					
Interborough Rapid Transit.....	\$56,643 89	\$18,671 71	\$161,989 65		
Subway division.....					
Elevated division.....	56,643 89	18,671 71	161,989 65		
Interborough Rapid Transit, Reor.....	643,807 05	210,192 94	1,852,983 60		
Subway division.....					
Elevated division.....	643,807 05	210,192 94	1,852,983 60		
New York Rapid Transit (B.-M. T.).....			¹ 2 673,490 63		
Total.....	\$700,450 94	\$228,864 65	\$2,688,463 88		
MANHATTAN SURFACE					
Third Avenue Ry. System Cos. in Manhattan:					
Third Avenue.....					
42d St., Manh. & St. N. Ave.....					
Third Ave. Ry. Sys. Cos. in Man.					
Other Manhattan Companies:					
New York Railways.....					
Eighth & Ninth Avenues ⁴			\$1,326,341 47	\$37,912 60	\$4,741 89
Eighth & Ninth Avenues, Reor.....				30,000 00	⁶ 8,490 52
Other Manhattan Companies.....			1,326,341 47	67,912 60	13,232 41
Total.....			\$1,326,341 47	\$67,912 60	\$13,232 41
BRONX SURFACE					
Third Avenue Ry. System Cos. in Bronx:					
New York City Interborough.....					
Southern Boulevard.....					
Union.....					
Westchester Electric.....					
Total.....					
BROOKLYN SURFACE					
Brooklyn & Queens Transit.....	⁶ \$11,533 80		⁶ \$1,073,474 50		
South Brooklyn.....		\$4,561 54	3,924 00		
Bush Terminal.....			⁷ 103,452 99		
Total.....	\$11,533 80	\$4,561 54	\$1,180,851 49		
QUEENS SURFACE					
New York & Queens Transit.....		\$5,105 80	\$4,474 82		⁸ \$4,440 44
Steinway Railways, Receivers.....	\$33,408 85	2,043 60	127,211 70		
Manhattan & Queens.....			182,997 24		
Total.....	\$33,408 85	\$7,149 40	\$314,683 76		\$4,440 44
Total, street surface lines.....	\$44,942 65	\$11,710 94	\$2,821,876 72	\$67,912 60	\$17,672 85
Grand total.....	\$745,393 59	\$240,575 59	\$5,510,340 60	\$67,912 60	\$17,672 85

¹Of which \$180,397.55 is on account of Contract No. 4.²In dispute.³Exclusive of \$15,000 charged to Reserve for Undetermined Assets, etc., to bring Taxes in Litigation to Law Department's estimate of actual liability plus interest penalty at June 30, 1934.⁴Includes taxes accrued prior to the merger, as follows: Eighth Avenue, \$464,757.85; Ninth Avenue, \$357,063.52; total, \$821,821.37.⁵Includes City Emergency tax, \$3,987.29.

(C) Taxes due and unpaid

Bridge tolls	Total	STATE		FEDERAL		GRAND TOTAL	
		Gross earnings	Capital stock	Income	Other	Amount	Of which not taken on books by respondent
	\$237,305 25					\$237,305 25	
	237,305 25					237,305 25	
	2,706,983 59					2,706,983 59	
	2,706,983 59					2,706,983 59	
\$3,500 00	676,990 63					676,990 63	
\$3,500 00	\$3,621,279 47					\$3,621,279 47	
	\$1,368,995 96	\$36,961 68	\$35,801 94			\$1,441,759 58	
	38,490 52	34,220 29				72,710 81	
	1,407,486 48	71,181 97	35,801 94			1,514,470 39	
	\$1,407,486 48	\$71,181 97	\$35,801 94			\$1,514,470 39	
\$3,040 20	\$1,088,048 50					\$1,088,048 50	\$504,365 08
	8,485 54					8,485 54	4,242 77
	103,452 99					103,452 99	
\$3,040,20	\$1,199,987 03					\$1,199,987 03	\$508,607 85
	\$14,021 06					\$14,021 06	
	162,664 15					162,664 15	
	182,997 24	\$32,843 21	\$140 00			215,980 45	
	\$359,682 45	\$32,843 21	\$140 00			\$392,665 66	
\$3,040 20	\$2,967,155 96	\$104,025 18	\$35,941 94			\$3,107,123 08	\$508,607 85
\$6,540 20	\$6,588,435 43	\$104,025 18	\$35,941 94			\$6,728,402 55	\$508,607 85

* Of which the following is due on the property of the predecessor companies:

	Real Estate	Special Franchise	Total
Coney Island & Brooklyn.....		\$117,489 99	\$117,489 99
DeKalb Ave. & North Beach.....		3,270 66	3,270 66
Coney Island & Gravesend.....		11,104 27	11,104 27
Nassau Electric.....	\$11,533 80	471,258 97	482,792 77
Brooklyn City.....		470,350 61	470,350 61
Total.....	\$11,533 80	\$1,073,474 50	\$1,085,008 30

† In litigation.

* City Emergency tax.

TABLE XV. CONDENSED INCOME (AND SURPLUS) STATEMENTS,

OPERATING STREET RAILWAYS	Revenue from street railway operations (Table XII)	Street railway operating expenses (Table XIII, A)	Street railway taxes (Table XIV, A)	Street railway operating income
RAPID TRANSIT				
Interborough Rapid Transit, Reor.....	\$56,513,097 95	\$35,587,536 95	² \$2,804,260 25	\$18,121,300 75
Subway division.....	44,298,356 94	25,559,842 24	² 975,310 11	17,763,204 59
Elevated division.....	12,214,741 01	10,027,694 71	² 1,828,850 14	358,086 16
New York Rapid Transit (B.-M. T.).....	31,604,770 61	18,394,413 48	¹⁵ 1,939,379 17	11,270,977 96
City of New York — Indep. System Operation.....	8,267,934 37	6,216,969 05		2,050,965 32
Total.....	\$96,385,802 93	\$60,198,919 48	\$4,743,639 42	\$31,443,244 03
MANHATTAN AND BRONX SURFACE				
Third Avenue.....	\$2,757,491 62	\$1,584,978 01	\$284,671 47	\$887,842 14
Dry Dock, E. B'way & B. (to Sept. 8, 1932).....				
42d St., Manh. & St. N. Ave.....	1,645,412 55	1,003,308 81	87,099 05	555,006 69
New York City Interborough.....	1,395,255 77	908,349 47	83,709 62	403,196 68
Southern Boulevard.....	406,961 53	268,162 77	23,011 88	115,786 88
Union.....	4,156,443 66	2,843,805 69	267,227 68	1,045,410 29
Westchester Electric.....	434,314 90	333,929 38	19,022 25	81,363 27
Third Ave. Ry. System in City.....	10,795,880 03	6,942,582 13	764,741 95	3,088,605 95
Second Avenue (to June 25, 1935).....				
New York Railways ¹	5,190,007 04	4,017,350 02	451,066 10	721,590 92
Eighth & Ninth Avenues, Co. and Reor.....	752,167 42	730,044 82	56,883 95	D 34,761 35
New York & Harlem (to Dec. 16, 1932) ¹				
Total.....	\$16,738,054 49	\$11,689,926 97	\$1,272,692 00	\$3,775,435 52
BROOKLYN SURFACE				
Brooklyn & Queens Transit.....	\$17,145,563 65	\$12,862,753 97	¹⁶ \$962,865 47	\$3,319,944 21
South Brooklyn.....	947,029 97	438,839 21	165,649 10	342,541 66
Bush Terminal.....	159,685 54	89,110 85	15,205 30	55,369 39
Total.....	\$18,252,279 16	\$13,390,704 03	\$1,143,719 87	\$3,717,855 26
QUEENS SURFACE				
New York & Queens Transit.....	\$604,609 74	\$518,902 01	\$38,336 78	\$47,370 95
Steinway Railways, Receivers.....	481,254 36	428,376 29	15,914 25	36,963 82
Jamaica Central (to November 25, 1933).....	183,173 03	153,631 57	6,762 90	22,778 56
Manhattan & Queens.....	413,607 75	331,610 65	13,342 74	68,654 36
Total.....	\$1,682,644 88	\$1,432,520 52	\$74,356 67	\$175,767 69
RICHMOND SURFACE				
Richmond Railways (to January 26, 1934).....	\$206,598 49	\$228,055 10	\$8,298 30	D \$29,754 91
Southfield Beach (to September 10, 1933).....	3,653 60	5,192 27	1,585 26	D 3,123 93
Total.....	\$210,252 09	\$233,247 37	\$9,883 56	D \$32,878 84
Total, street surface lines.....	\$36,883,230 62	\$26,746,398 89	\$2,500,652 10	\$7,636,179 63
Grand total.....	\$133,269,033 55	\$86,945,318 37	\$7,244,291 52	\$39,079,423 66

NOTE.— Duplications in the totals result from intercompany transactions, affecting chiefly rents, sales of power, interest and dividends. A consolidated income statement for all companies in the City, considered as a single system, would eliminate such intercompany transactions and reduce income and expenses by an identical amount.

¹ The New York Railways took over the operation of the trolley lines of the New York & Harlem as of Dec. 17, 1932.

² See this Company and note 1, page 286.

³ Comparison is made with combined figures of Company and Receiver for year ended June 30, 1933.

⁴ Consists of Interest on City of New York Bonds, \$2,061,046.12; Sinking Fund on City Bonds, \$563,445.12; and Rental paid to City of New York under Contract No. 3, \$317,538.36.

YEAR ENDED JUNE 30, 1934: (A) Operating companies

Other income (net)	GROSS INCOME APPLICABLE TO CORPORATE AND LEASED PROPERTIES		DEDUCTIONS FROM GROSS INCOME		
	Total for the year	Year's increase or (D) decrease	Interest on funded debt	Other interest	Rent for lease of other road and equipment
\$39,927 73	\$18,161,238 48	² D \$159,191 72	\$11,953,637 91	\$363,832 50	\$5,106,544 95
31,434 54	17,794,639 13	³ 202,244 28	9,063,045 04	160,521 94	⁴ 2,942,029 60
8,493 19	366,589 35	³ D 361,436 00	2,890,592 87	203,310 56	⁵ 2,164,515 35
485,817 57	11,756,795 53	D 335,485 52	6,691,050 65	12,687 15	
6,621 74	2,057,587 06	1,614,051 86			
\$532,367 04	\$31,975,611 07	\$1,119,374 62	\$18,644,688 56	\$376,519 65	\$5,106,544 95
⁶ \$1,140,185 66	\$2,028,027 80	D \$602,414 50	\$2,256,420 00	\$546 77	
2,608 41	557,615 10	D 4,039 34			
^{7,10} 16,764 88	419,961 56	81,475 12	25,000 00	262,985 62	
⁸ 1,035 36	116,822 24	D 69,761 80		¹⁰ 47,420 45	
⁹ 102,967 28	1,148,377 57	42,374 12	12,500 00	21,729 31	
¹¹ 33,986 82	113,350 09	18,241 88	100,000 00	351,163 70	
¹ 297,548 41	4,386,154 36	D 4,282 15	25,000 00	139,522 96	
		D 538,406 67	2,418,920 00	823,368 81	
¹² 79,271 86	800,862 78	54,824 59			
24,000 19	D 10,761 16	D 60,090 01	¹⁴ 1,470,316 83	1,803 41	
		41,982 66		120,519 42	
		D 727,026 68			
\$1,400,820 46	\$5,176,255 98	D \$1,228,716 11	\$3,889,236 83	\$945,691 64	
\$650,274 62	\$3,970,218 83	D \$446,753 77	\$1,237,691 88	\$170,157 39	
29,791 60	372,333 26	59,858 69		98,108 51	
260 00	55,629 39	27,024 31		36,366 19	
\$680,326 22	\$4,398,181 48	D \$359,870 77	\$1,237,691 88	\$304,632 09	
\$1,018 48	\$48,389 43	¹⁷ D \$4,897 44	\$6,000 00	\$1,915 89	
¹² 1,344 24	38,308 06	D 24,543 55		393 60	
¹² 2,582 21	25,360 77	D 37,502 92		2,000 00	
1,505 00	70,159 36	D 24,002 19		86,292 81	
\$6,449 93	\$182,217 62	D \$90,946 10	\$6,000 00	\$90,602 30	
\$6,334 17	D \$23,420 74	\$14,097 12			
	D 3,123 93	1,120 76		\$1,860 00	
\$6,334 17	D \$26,544 67	\$15,217 88		\$1,860 00	
\$2,093,930 78	\$9,730,110 41	D \$1,664,315 10	\$5,122,928 71	\$1,342,786 03	
\$2,626,297 82	\$41,705,721 48	D \$544,940 45	\$23,777,617 27	\$1,719,305 68	\$5,106,544 95

⁵ Includes \$304,570 dividend rental (7 per cent per annum) on 43,510 shares of non-assenting stock of Manhattan Ry. Co.; excludes \$2,782,450 (5 per cent per annum) on 556,490 shares of modified guarantee stock of Manhattan Ry. Co., carried on Balance Sheet under Deferred charges; see also note 3, page 296.

^{6,9} Profit on Operation of Subsidiary Companies, reported under Other Income, has here been transferred to Surplus Adjustments, as follows: ⁶ \$428,861.21; ⁹ \$33,957.67; ⁹ \$13,891.78; ⁹ \$71,110.67.

¹⁰ Included in both Non-Operating Income and Deductions from Gross Income is \$3,480, interest on \$87,000 First Mortgage 4% Gold Bonds reacquired for Sinking Fund.

^{11,12} Includes Income from Bus Operations: ¹¹ \$22,943.70; ¹² \$1,859.99.

¹³ The Company excludes from Other Income and from Other deductions from Gross Income, the interest on bonds (in default) of subsidiary companies owned.

¹⁴ Interest on Income Bonds, amounting to \$1,234,981.32 for the year ended June 30, 1934, not included in income statement by Company, is here charged to Income.

¹⁵ See note 5, page 286.

¹⁶ See note 6, page 286.

¹⁷ Comparison with combined figures of New York & Queens County, Reers., July 1 to Aug. 12, 1932, and New York & Queens Transit, Aug. 13, 1932 to June 30, 1933.

TABLE XV. Condensed income (and surplus) statements,

OPERATING STREET RAILWAYS	DEDUCTIONS FROM GROSS INCOME — <i>Concluded</i>			
	Other rent	Other deductions ¹	Total deductions	Year's increase or (D) decrease
RAPID TRANSIT				
Interborough Rapid Transit, Recr.....	\$218,951 58	\$1,884,309 27	\$19,022,276 21	⁴ D \$267,541 70
Subway division.....		1,046,270 92	13,211,867 50	⁴ D 448,352 72
Elevated division.....	213,951 58	338,038 35	5,810,408 71	⁴ 180,811 02
New York Rapid Transit (B-M. T.).....	316,210 84	⁵ 1,100,315 97	8,120,264 61	D 176,447 67
City of New York — Indep. System Operation.....				
Total.....	\$530,162 42	\$2,484,625 24	\$27,142,540 82	D \$443,989 37
MANHATTAN AND BRONX SURFACE				
Third Avenue.....	\$4,885 71	\$38,008 31	\$2,299,860 79	D \$31,321 20
Dry Dock, E. B'way & B. (to Sept. 3, 1932).....				D 50,092 81
42d St., Manh. & St. N. Ave.....	193,509 07	31 50	481,526 19	D 72,353 66
New York City Interborough.....	180,341 90	33,480 00	261,242 35	D 15,760 14
Southern Boulevard.....	52,883 71	190 00	87,303 02	4,544 81
Union.....	426,792 64	963 00	878,919 34	D 58,839 61
Westchester Electric.....	50,110 20	(¹²)	¹² 214,633 16	D 49,711 62
Third Ave. Ry. System in City.....	908,523 25	72,672 81	4,223,484 85	D 273,534 23
Second Avenue (to June 25, 1933).....				D 5,908 98
New York Railways ¹³	124,739 65	¹⁴ 156,627 01	¹⁵ 1,753,486 90	¹³ D 321,818 24
Eighth & Ninth Avenues, Co. and Recr.....	23,817 84		144,337 26	4,612 89
New York & Harlem (to Dec. 16, 1932) ¹³				¹³ D 378,926 47
Total.....	\$1,057,080 72	\$229,299 82	\$6,121,309 01	D \$975,575 03
BROOKLYN SURFACE				
Brooklyn & Queens Transit.....	\$489,119 55	\$10,778 85	\$1,907,747 67	D \$121,675 54
South Brooklyn.....	55,668 37		153,776 88	20,357 68
Bush Terminal.....	21,735 55		58,101 74	D 1,986 83
Total.....	\$566,523 47	\$10,778 85	\$2,119,626 29	D \$103,304 69
QUEENS SURFACE				
New York & Queens Transit.....	\$21,348 45	\$558 12	\$29,822 46	¹⁹ D \$41,819 45
Steinway Railways, Receivers.....	49,863 21		50,256 81	D 16,652 27
Jamaica Central (to November 25, 1933).....	13,506 02		15,506 02	D 23,453 51
Manhattan & Queens.....	37,507 21		123,800 02	1,011 91
Total.....	\$122,224 89	\$558 12	\$219,385 31	D \$80,913 32
RICHMOND SURFACE				
Richmond Railways (to January 26, 1934).....	\$3,370 30		\$3,370 30	D \$4,825 09
Southfield Beach (to September 10, 1933).....	236 50		2,096 50	D 117 76
Total.....	\$3,606 80		\$5,466 80	D \$4,942 85
Total, street surface lines.....	\$1,749,435 88	\$240,636 79	\$8,465,787 41	D \$1,164,735 89
Grand total.....	\$2,279,598 30	\$2,725,262 03	\$35,608,328 23	D \$1,608,725 26

¹ Includes charges on account of amortization of debt discount, income tax on bond interest assumed, sinking fund accruals, etc.

² For details see abstracts of companies' returns.

³ Several companies, indicated by footnote 3, have not made charges to the account Accrued amortization of capital in accordance with the accounting order, and this affects the significance of the Surplus returned by such.

⁴ Comparison is made with combined figures of Company and Receiver for year ended June 30, 1933.

⁵ There has been transferred from Surplus adjustments to Income deductions, \$1,086,928.82 representing two semi-annual payments into Sinking Funds for Refunding Mortgage Bonds.

⁶ Of which \$565,520 is payable July 2, 1934.

⁷ Balance of Income for Contingencies.

⁸⁻¹¹ See notes, 6, 7, 8, and 9, respectively, on preceding double page.

¹² Loss on Operation of Subsidiary Companies, \$3,857.23 reported as a deduction from Income has here been transferred to Surplus Adjustments.

year ended June 30, 1934: (A) Operating companies — Concluded

NET CORPORATE INCOME OR (D) LOSS		SURPLUS ACCOUNT			
Total for the year	Year's increase or (D) decrease	Accumulated balance, June 30, 1933	Dividends	Net adjustments :	Accumulated balance, June 30, 1934 :
D \$861,047 73	⁴ \$108,349 98	D \$2,549,590 09		Dr \$10,010,962 64	D \$13,421,600 46
4,582,771 63	⁴ 650,597 00				
D 5,443,819 36	⁴ D 542,247 02				
3,636,530 92	D 159,037 85	5,479,839 06	⁶ \$3,393,120 00	⁵ Dr 32,609 56	5,690,640 42
2,057,587 06	1,614,051 86	⁷ 443,535 20			⁷ 2,501,122 26
\$4,833,070 25	\$1,563,363 99	\$3,373,784 17	\$3,393,120 00	Dr \$10,043,572 20	D \$5,229,837 78
⁸ D \$271,832 99	D \$571,093 30	D \$4,180,246 27		⁸ Cr \$352,377 52	D \$4,099,701 74
76,088 91	46,053 47			Dr 49,611 53	D 1,163,136 36
⁹ 158,719 21	D 54,001 66	D 1,189,613 74		⁹ Dr 47,870 40	286,578 81
¹⁰ 29,519 22	37,829 31	D 410,734 63		¹⁰ Cr 11,971 57	D 369,243 84
¹¹ 269,458 23	77,081 49	D 156,100 01		¹¹ Dr 52,739 82	60,618 40
¹² D 99,283 07	45,429 47	D 4,000,202 06		¹² Dr 31,107 38	D 4,130,592 51
162,689 61	D 264,872 44	D 9,761,166 71		Cr 183,019 96	D 9,416,477 24
	¹³ 60,733 57				
D 952,624 12	261,728 23	1,120,812 65		¹⁵ Cr 1,632,194 99	¹⁶ 1,800,383 52
D 155,098 42	37,369 77	D 2,187,309 28		Dr 2,701 23	¹⁷ D 2,345,108 93
	¹³ D 348,100 21				
D \$945,053 03	D \$253,141 08	D \$10,827,663 34		Cr \$1,812,513 72	D \$9,960,202 65
\$2,062,471 16	D \$325,078 23	\$5,138,460 58	¹⁷ \$1,699,500 00	Dr \$365,116 79	\$5,136,314 95
218,556 38	39,501 01	1,240,392 75	¹⁸ 40,000 00	Dr 290,865 65	1,128,083 48
D 2,472 35	29,011 14	D 1,587,780 65		Cr 11,578 09	¹⁹ D 1,578,674 91
\$2,278,555 19	D \$256,566 08	\$4,791,072 68	\$1,739,500 00	Dr \$644,404 35	\$4,685,723 52
\$18,566 97	¹⁹ \$36,922 01	\$30,616 77		Dr \$391 08	\$48,792 66
D 11,948 75	D 7,891 28	D 39,678 92		Dr 39,426 50	²⁰ D 91,054 17
9,854 75	D 14,049 41	18,159 88		Cr 63,679 41	[91,694 04]
D 53,640 66	D 25,014 10	D 1,043,062 62		Dr 1,760 24	D 1,098,463 52
D \$37,167 69	D \$10,032 78	D \$1,033,964 89		Cr \$22,101 59	D \$1,140,725 03
D \$26,791 04	\$18,922 21	D \$318,645 42		Dr \$4,814,514 76	[D \$5,159,951 22]
D 5,220 43	1,238 52	D 3,860 74		Cr 250 82	[D 8,830 35]
D \$32,011 47	\$20,160 73	D \$322,506 16		Dr \$4,814,263 94	[D \$5,168,781 57]
\$1,264,323 00	D \$499,579 21	D \$7,393,061 71	\$1,739,500 00	Dr \$3,624,052 98	D \$6,415,204 16
\$6,097,393 25	\$1,063,784 78	D \$4,019,277 54	\$5,132,620 00	Dr \$13,667,625 18	D \$11,645,041 94

¹³ See note 1 on preceding double page.¹⁴ Includes \$111,551.74 "a/c Operation under Agreements," of which \$9,000 represents interest on 3d Street Ry. 1st Mtge. 6's and \$102,551.74 represents interest on bonds (in default) outstanding of subsidiary companies; see note 13 on preceding double page.¹⁵ Interest of \$1,234,981.32 on Income Bonds, not included in income statement by the Company, is charged to Income. This charge is credited back to Surplus in Net adjustments in order to show surplus at June 30, 1934 as reported. Had interest on Income Bonds been charged since January 1, 1925, surplus would be reduced by \$11,732,322.54, resulting at June 30, 1934 in a Deficit of \$9,931,939.02.¹⁶ See note 15 above.¹⁷ Of which \$424,875 is payable July 2, 1934.¹⁸ Of which \$10,000 is payable July 2, 1934.¹⁹ See note 17 on preceding double page.

TABLE XV. Condensed income (and surplus) statements,

LESSOR AND SUBSIDIARY COMPANIES WITH LESSEES AND CONTROLLING CORPORATION INDICATED	NON-OPERATING REVENUES			Non- operating revenue deductions	Non- operating income
	Rent of road and equipment	Interest ¹	Total		
RAPID TRANSIT					
Interborough Rapid Transit: ² Manhattan Railway.....	³ \$1,859,945 35	⁴ \$4,523 37	\$1,864,468 72	\$15,693 45	\$1,848,775 27
MANHATTAN AND BRONX SURFACE					
Third Avenue: Kingsbridge.....	(⁷)				
Union: Bronx Traction.....	(⁸)				
New York Railways:					
Bleecker St. & Fulton Ferry.....	(¹¹)				
Broadway & Seventh Avenue.....	(¹¹)	\$15 43	\$15 43	\$3,402 87	D \$3,387 44
Christopher & Tenth Street.....					
42d Street & Grand St. Ferry.....		8,968 18	8,968 18	123 14	8,845 04
Sixth Avenue.....				35 06	D 35 06
34th Street Crosstown.....	(¹¹)				
23d Street.....	(¹¹)			86 12	D 86 12
Total.....		\$8,983 61	\$8,983 61	\$3,647 19	\$5,336 42
Grand total.....	\$1,859,945 35	\$13,506 98	\$1,873,452 33	\$19,340 64	\$1,854,111 69

¹ Except as noted.² The Interborough Rapid Transit reports for the year accruals and payments to the City as follows:

	Accrued during year	Paid during year
Contracts Nos. 1 and 2:		
Interest on City's Bonds.....	\$2,061,046 12	\$2,061,046 12
Sinking Fund on City's Bonds.....	563,445 12	563,445 12
Contract No. 3.....	317,538 36	539,572 01
Total.....	\$2,942,029 60	\$3,164,063 25

³ Consists of interest on outstanding bonds, \$1,808,240; cash for corporate expenses, \$50,000; and amortization of debt discount and expense on Manhattan Ry. Second Mortgage bonds, \$1,705.35.⁴ Includes miscellaneous non-operating revenue, \$2,787.96.⁵ Amortization of debt discount and expense.⁶ "The properties of the Manhattan Railway Company have been operated by the Interborough Rapid Transit Company under a lease for 999 years from November 1, 1875. The rents are computed in accordance with the terms of this lease. The lease has not been affirmed by the Receivers for the Interborough Rapid Transit Company nor has performance of the lease yet been ordered by the court. If, with the approval of the court, the Receivers of the Interborough should disaffirm the lease, they would be liable to the Manhattan Railway Company for use and occupation of the premises which might be held to be less than the amount fixed in the lease and the properties of the Manhattan Railway Company might be subject to the expenses of the receivership. To take care of these contingencies, there has been deducted from the amount of the rental provided in the lease this reserve of \$400,000."⁷ Respondent accrues no rental from lease of road and no interest on its note to the Third Avenue.⁸ To write off liability to Third Avenue.⁹ Because of respondent's inability to meet its current obligations, no accrual of rental of \$6,000 from Union Ry. or interest at 4% on respondent's note to Union Ry. for \$181,638.17, is set up.

year ended June 30, 1934: (B) Lessor and subsidiary companies

Interest on funded debt	Other deductions	Net corporate income or (D) loss	SURPLUS ACCOUNT			
			Accumulated balance, June 30, 1933	Dividends	Net adjustments	Accumulated balance, June 30, 1934
\$1,808,240 00	* \$1,705 35	\$38,829 92	\$7,191,989 85		⁶ Dr \$400,000 00	\$6,830,819 77
	(⁷)		\$5,052 98		⁸ Cr \$13,722 49	\$18,775 47
	(⁹)		D 117,161 71		¹⁰ Cr 29,375 68	D 87,786 03
(¹¹)			192,976 71			¹³ 192,976 71
(¹¹)		D \$3,387 44	1,110,835 71			¹³ 1,107,448 27
(¹²)			272,377 98			¹³ 272,377 98
(¹²)		8,845 04	1,481,129 68		¹⁴ Dr 26,063 01	¹³ 1,463,911 71
(¹²)		D 35 06	653,356 33			¹³ 653,321 27
(¹¹)			D 8,048 00			D 8,048 00
(¹¹)		D 86 12	291,707 17			¹³ 291,621 05
		\$5,336 42	\$3,882,226 85		Cr \$17,035 16	\$3,904,598 43
\$1,808,240 00	\$1,705 35	\$44,166 34	\$11,074,216 70		Dr \$382,964 84	\$10,735,418 20

¹⁰ Consists of Dr \$204,198.26 (Interest on notes, \$183,454.38; Construction Advances, \$20,743.88) to cancel and bring the balances of accounts into agreement with the books of the Union Ry. as of June 30, 1934; and Cr \$174,822.58, to write off Rents, etc., due from the Union Ry.

¹¹ The New York Railways Corporation pays and charges to Operation under Agreements, interest on funded debt (and sinking fund payments) outstanding in hands of public (see note 14 on preceding double page). For amount outstanding in hands of public at June 30, 1934, see Table XX, C. The status of the bonds at June 30, 1934 was as follows:

Bleecker St. & Fulton Ferry:

First Mortgage 4's, 1950..... In default from January 1, 1931

Broadway & Seventh Avenue:

First Cons. Mortgage 5's, 1943..... In default from December 1, 1929

34th Street Crosstown:

First Mortgage 5's, 1936..... In default from October 1, 1930

23d Street:

First Mortgage 6's, 1965..... Not in default

Imp. & Ref. Mortgage 5's, 1962..... In default from January 1, 1931

Debenture 5's, 1965..... In default from January 1, 1931

¹² Company has no funded debt outstanding.

¹³ Dividends on stock guaranteed by former lessees as part of rental but in default are included in Accumulated balances, June 30, 1933 and June 30, 1934, as follows:

Bleecker St. & Fulton Ferry..... \$90,435 48 from July 1, 1918-Mar. 12, 1925

Broadway & Seventh Avenue..... 1,110,403 23 from Oct. 1, 1918-Jan. 15, 1924

Christopher & Tenth St..... 268,666 66 from April 1, 1919-May 31, 1924

42d St. & Grand St. Ferry..... 823,403 23 from Feb. 1, 1919-Mar. 12, 1925

Sixth Avenue..... 536,344 08 from July 1, 1921-Mar. 12, 1925

23d Street..... 660,483 81 from Feb. 1, 1919-Mar. 12, 1925

Allowances for corporate expenses in default are also included: Bleecker St. & Fulton Ferry, \$3,719.35 (Jan. 1, 1919-Mar. 12, 1925) 23d Street, \$9,298.39 (Jan. 1, 1919-Mar. 12, 1925).

¹⁴ Net loss on securities sold or redeemed.

TABLE XVI. BALANCE SHEETS AS OF JUNE 30, 1934: (A) Summary of § 1.

ACCOUNTS	For details see Table	Rapid Transit Companies ¹ Div. B, § 1
FIXED CAPITAL — GROSS INVESTMENT.....	XVII, § B	\$514,550,658 34
Less Accrued amortization of capital.....	XIX	+ 19,069,303 38
Fixed capital — net investment.....		\$495,481,354 96
OTHER INVESTMENTS:		
Miscellaneous investments.....	XVIII	\$13,913,994 84
Cost of bonds reacquired and held alive.....	XVIII	
Total other investments.....	XVIII	\$13,913,994 84
DEPRECIATION FUNDS.....		\$15,056,483 76
CURRENT ASSETS:		
Cash.....		\$10,700,319 39
Sinking funds and other special deposits.....		51,576,212 71
Bills and accounts receivable.....		851,905 83
Interest and dividends receivable.....		526,545 33
Cost of Bonds purchased for Sinking Fund.....		664,548 34
Controlling account (<i>per contra</i>).....		
Other current assets.....		
Total current assets.....		\$64,319,531 60
MATERIALS AND SUPPLIES.....		
Total floating capital.....		\$64,319,531 60
MISCELLANEOUS TEMPORARY DEBITS:		
Temporary advances to associated companies.....		\$79,321 50
Prepayments.....		470,053 66
Unamortized debt discount and expense.....		11,255,422 78
Federal taxes (Manhattan Railway) paid under protest.....		14,453 84
Deferred rentals — New York Rapid Transit Corp. (<i>per contra</i>).....		3,315,558 48
Deferred charges to Profit and Loss for dividend rental on Manhattan Ry. 5% stock, payable if and when earned (<i>per contra</i>).....		16,249,508 00
Voluntary Relief Fund (<i>per contra</i>).....		128,986 01
Special deposit with New York Trust Co. in fare case.....		396,013 43
Deposit with Trustee under Cons. Mtge. of Manhattan Ry. Co. (<i>per contra</i>).....		78,922 27
Assets of Contract No. 3 Enterprise — City has first lien (<i>per contra</i>):		
Securities deposited with State Industrial Commission.....		1,263,000 00
Materials and supplies.....		1,710,127 94
Assets of Elevated Extensions Certificate — Receiver has first lien (<i>per contra</i>):		
Securities deposited with State Industrial Commission.....		645,000 00
Materials and supplies.....		674,492 60
Deficits under Elevated Extensions Certificate (<i>per contra</i>).....		157,224,954 63
Deficit accruals under Elevated Extensions Certificate in Suspense — Transit Commission's Objections (<i>per contra</i>).....		597,298 00
Deficits under Elevated Extensions Certificate for Materials and Supplies and Securities deposited with State Industrial Commission.....		1,319,492 60
Assets of Contract No. 4 Enterprise:		
Securities deposited with State Industrial Commission.....		698,177 30
Materials and supplies.....		1,826,404 88
Deferred charges covering Transit Commission's Objections to Contract No. 3 (<i>per contra</i>).....		2,746,042 83
Accruals in Suspense incident to default on Ten-Year 7% Notes.....		456,230 93
Accruals in Suspense incident to default on Ten-Year 6% Notes.....		33,075 00
Estate of Interborough Rapid Transit Company (<i>per contra</i>).....		21,219,208 87
Taxes and Rental Payable under Manhattan Ry. Lease (<i>per contra</i>).....		7,149,817 39
Rentals unpaid.....		
Other items.....		2,466,382 08
Total deferred debit items.....		\$232,017,945 02
TOTAL ASSETS.....		\$820,789,310 18

¹ Exclusive of tentative Balance Sheet of Independent City System, for which see page 387.² Represents total for Third Avenue Railway System Companies which file annual reports with this Commission; not a consolidated balance sheet for the entire system.

condensed statements for operating, lessor and subsidiary companies by systems or groups
Assets

STREET SURFACE COMPANIES					Grand total ¹
Third Avenue Railway System ² Div. B, § 2	Other Manhattan Div. B, § 3	Brooklyn Div. B, § 4	Queens Div. B, § 5	Total	
\$70,503,422 45 1,921,969 19	\$45,694,375 51 879,698 30	\$102,578,379 49 2,852,536 38	\$1,758,509 84 551,816 08	\$220,534,687 29 6,206,019 95	³ \$735,085,345 63 25,275,323 33
\$68,581,453 26	\$44,814,677 21	\$99,725,843 11	\$1,206,693 76	\$214,328,667 34	\$709,810,022 30
\$30,537,559 12 2,867,064 58	\$14,385,761 62	\$5,649,216 71 340,423 50	\$105,400 34	\$50,677,987 79 3,207,488 08	\$64,591,932 63 3,207,488 08
\$33,404,623 70	\$14,385,761 62	\$5,989,640 21	\$105,400 34	\$53,885,425 87	\$67,799,420 71
					\$15,056,483 76
\$1,708,700 34 1,180,220 44 231,644 02 2,770,611 79	\$747,876 21 148,695 56 2,358,088 55 870,388 64	\$915,981 85 533,100 61 1,128,401 66 94,501 70	\$233,885 92 19,810 74 19,715 51 22,981 72	\$3,606,444 32 1,881,827 35 3,737,849 74 3,758,483 85	\$14,306,763 71 53,458,040 06 4,589,755 57 4,285,029 18 664,548 34 583,506 20 40,371 17
	583,506 20 39,832 75		538 42	583,506 20 40,371 17	583,506 20 40,371 17
\$5,891,176 59 514,398 38	\$4,748,387 91 238,542 73	\$2,671,985 82 882,813 04	\$296,932 31 49,542 69	\$13,608,482 63 1,685,296 84	\$77,928,014 23 1,685,296 84
\$6,405,574 97	\$4,986,930 64	\$3,554,798 86	\$346,475 00	\$15,293,779 47	\$79,613,311 07
\$10,796,373 17 201,382 34 884,830 74	\$16,648 01 231,969 10	\$108,369 09 148,272 55 18,649 89	\$11,392 81 6,631 02 1,767 38	\$10,916,135 07 372,933 92 1,137,217 11	\$10,995,456 57 842,987 58 12,392,639 89 14,453 84 3,315,553 48
					16,249,508 00 128,986 01 396,013 43 78,922 27
					1,263,000 00 1,710,127 94
					645,000 00 674,492 60 157,224,954 63
					597,298 00
					1,319,492 60
					698,177 30 1,826,404 88
					2,746,042 83 456,230 93 33,075 00
					21,219,208 87 7,149,817 39 3,502,754 23
42,120 91	3,502,754 23 1,233,276 03	424,476 45	14 11	3,502,754 23 1,699,887 50	3,502,754 23 4,166,269 58
\$11,924,707 16	\$4,984,647 37	\$699,767 98	\$19,805 32	\$17,628,927 83	\$249,646,872 85
\$120,316,359 09	\$69,172,016 84	\$109,970,050 16	\$1,678,374 42	\$301,136,800 51	\$1,121,926,110 69

¹ Exclusive of investment of City of New York in Independent City System and in Contracts Nos. 1-4. See note 8, page 321.⁴ Includes Capital retired from service; see first double page of Div. B, § 1 of this table.

TABLE XVI. Balance sheets as of June 30, 1934: (A) Summary of condensed
§ 2. Liabilities

ACCOUNTS	For details see Table	Rapid Transit Companies ¹ Div. B, § 1
GROSS CAPITALIZATION:		
Capital stock.....	XX, B	\$118,683,516 23
Funded debt.....	XX, C	* 390,722,428 02
Other capitalization.....	XX, D	
Total.....		\$509,405,944 25
EXPENDED FOR BETTERMENTS BY LESSEE.....		
UNFUNDED DEBT:		
Taxes accrued.....		\$5,692,007 54
Tort creditors.....		
Judgments unpaid.....		
Matured funded debt unpaid.....	XX, C	
Amounts due associated companies.....		6,208,343 45
Miscellaneous bills and accounts payable.....		2,359,675 87
Interest accrued:		
On income bonds.....		
On other funded debt.....		9,113,918 38
On unfunded debt.....		1,183,629 36
Interest in Default on I. R. T. Notes and Interest in Default.....		2,666,962 79
Dividend rental on Manhattan Ry. 5% modified guarantee stock payable if and when earned (<i>per contra</i>).....		16,249,508 00
Other rent accrued for lease of road.....		2,381,760 60
Other rents accrued.....		19,292 96
Voluntary Relief Fund (<i>per contra</i>).....		128,986 01
Receivers of Interborough Rapid Transit Co. (<i>per contra</i>).....		21,219,208 87
Controlling account (<i>per contra</i>).....		
Dividends declared.....		576,044 50
Due for wages and salaries.....		673,924 34
Other unfunded debt.....		15,170 95
Total unfunded debt.....		\$68,488,433 62
RESERVES AND SUSPENSE CREDIT BALANCES:		
Manhattan Railway Lease Account.....		\$377,322 73
Premium on capital stock.....		1,809,382 06
Liability for Assets of Contract No. 3 Enterprise upon which City has first lien (<i>per contra</i>).....		2,973,127 94
Liability for Assets of Elevated Extensions Certificate upon which Receiver has first lien (<i>per contra</i>).....		1,319,492 60
Deferred rentals — New York Rapid Transit Corp. (<i>per contra</i>).....		3,315,558 48
Deficits under Elevated Extensions Certificate.....		157,224,954 63
Deficit accruals under Elevated Extensions Certificate in Suspense — Transit Commission's Objections (<i>per contra</i>).....		597,298 00
Transit Commission's Objections to Accounting under Contract No. 3 (<i>per contra</i>).....		2,746,042 83
Taxes and Rental Payable under Manhattan Ry. Lease (<i>per contra</i>).....		7,149,817 39
Contingent liability to replace Manhattan Ry. Co. property (<i>per contra</i>).....		78,922 27
Reserve for Undetermined Assets, Deferred Obligations and Other Contingencies.....		1,754,433 49
Reserve for Loss or Gain in Operation of Others.....		
Reserve for Net Obligations in re Final Accounting.....		
Reserve for Contingencies.....		878,922 27
Sinking fund and other contractual reserves.....		59,405,602 78
Casualties and insurance reserves.....		1,559,623 96
Other reserves and suspense credit balances.....		2,604,571 15
Total reserves and suspense credit balances.....		\$243,795,072 58
CORPORATE SURPLUS OR (D) DEFICIT.....	XV	* D \$900,140 27
TOTAL LIABILITIES AND CAPITAL.....		\$820,789,310 18

¹ Exclusive of tentative Balance Sheet of Independent City System, for which see page 387.² Represents total for Third Avenue Railway System Companies which file annual reports with this Commission; not a consolidated balance sheet for the entire system.³ Exclusive of Rapid Transit Railroad bonds, issued by the City of New York for rapid transit construction under Independent City System and Contracts Nos. 1-4. See Table XX, E.

statements for operating, lessor and subsidiary companies by systems or groups and capital

STREET SURFACE COMPANIES					Grand total ¹
Third Avenue Railway System ² Div. B, § 2	Other Manhattan Div. B, § 3	Brooklyn Div. B, § 4	Queens Div. B, § 5	Total	
\$26,906,700 00	\$12,198,989 12	\$47,645,000 00	\$40,000 00	\$86,790,689 12	\$205,474,205 35
52,776,500 00	32,966,388 48	26,552,000 00	100,000 00	112,694,888 48	³ 503,417,316 50
19,253,016 51	1,850,000 00	1,711,045 00	1,150,000 00	23,964,061 51	23,964,061 51
\$98,936,216 51	\$47,015,377 60	\$76,208,045 00	\$1,200,000 00	\$223,449,639 11	\$732,855,583 36
	\$5,866,288 42			\$5,866,288 42	\$5,866,288 42
\$372,805 25	\$1,638,410 41	\$1,330,756 32	\$409,637 72	\$3,751,609 70	\$9,443,617 24
		21,559 20		21,559 20	21,559 20
	176,012 12	912 86	399,342 46	576,267 44	576,267 44
		159,000 00		159,000 00	159,000 00
6,612,619 37	2,655,969 70	2,455,060 21	7,297 65	11,730,946 93	17,939,290 38
175,820 61	839,648 59	3,547,027 36	61,611 76	4,624,108 32	6,983,784 19
10,452,121 25	(⁴)			10,452,121 25	10,452,121 25
674,267 94	151,503 59	590,690 09	2,000 00	1,418,461 62	10,532,380 00
2,524,787 12	937,042 50	74,094 07	71,298 78	3,607,222 47	4,790,851 83
					2,666,962 79
					16,249,508 00
	(⁵)				2,381,760 60
	4,266 66		415,894 98	420,161 64	439,454 60
					128,986 01
					21,219,208 87
	583,506 20			583,506 20	583,506 20
	1,796 50	457,118 76		458,915 26	1,034,959 76
78,696 82	64,500 36	185,587 53	9,714 04	338,498 75	1,012,423 09
19,179 19	484,143 38	28,179 45	915 00	532,417 02	547,587 97
\$20,910,297 55	\$7,536,800 01	\$8,849,985 85	\$1,377,712 39	\$38,674,795 80	\$107,163,229 42
					\$377,322 73
					1,809,382 06
					2,973,127 94
					1,319,492 60
					3,315,558 48
					157,224,954 63
					597,298 00
					2,746,042 83
					7,149,817 39
					78,922 27
					1,754,433 49
\$7,845,327 62				\$7,845,327 62	7,845,327 62
	\$2,247,375 57			2,247,375 57	2,247,375 57
		\$17,886,720 35		17,886,720 35	18,765,642 62
967,800 00	83,477 15	15,138 60		1,066,415 75	60,472,018 53
529,681 22	728,528 60	2,131,869 96	\$122,830 24	3,512,919 02	5,072,542 98
611,523 99	2,265,285 91	192,566 88	28,547 82	3,097,924 60	5,702,495 75
\$9,954,332 86	\$5,324,667 23	\$20,226,295 79	\$151,387 06	\$35,656,682 91	\$279,451,755 49
D \$9,484,487 80	\$3,428,883 58	\$4,685,723 52	D \$1,140,725 03	D \$2,510,605 73	⁶ D \$3,410,746 00
\$120,316,359 09	\$69,172,016 84	\$109,970,050 16	\$1,678,374 42	\$301,136,800 51	\$1,121,926,110 69

¹ See note 2, page 312.

² See note 1, Div. C of this table.

³ Exclusive of \$2,501,122.26, reported by Independent City System as Balance of Income for Contingencies.

TABLE XVI. Balance sheets as of June 30, 1934: (B) Condensed
§ 1. Rapid Transit

ACCOUNTS	For details see Table
ASSETS	
FIXED CAPITAL — GROSS INVESTMENT	XVII B, § 1
<i>Less</i> Accrued amortization of capital and Capital retired from service.....	XIX
Fixed capital — net investment.....	
OTHER INVESTMENTS	XVIII
DEPRECIATION FUNDS	
CURRENT ASSETS:	
Cash.....	
Deposit for a/c of Sinking Fund on I. R. T. First and Refunding 5% Bonds.....	
Other special deposits.....	
Bills and accounts receivable.....	
Interest and dividends receivable.....	
Cost of Bonds purchased for Sinking Fund.....	
Total current assets.....	
MISCELLANEOUS TEMPORARY DEBITS:	
Temporary advances to associated companies.....	
Prepayments.....	
Unamortized debt discount and expense.....	
Federal taxes (Manhattan Railway) paid under protest.....	
Deferred rentals — New York Rapid Transit Corp. (<i>per contra</i>).....	
Deferred charges to Profit and Loss for dividend rental on Manhattan Ry. 5% stock, payable if and when earned (<i>per contra</i>).....	
Voluntary Relief Fund (<i>per contra</i>).....	
Special deposit with New York Trust Co. in fare case.....	
Deposit with Trustee under Consolidated Mortgage of Manhattan Ry. Co. (<i>per contra</i>).....	
Assets of Contract No. 3 Enterprise — City has first lien (<i>per contra</i>):	
Securities deposited with State Industrial Commission.....	
Materials and Supplies.....	
Assets of Elevated Extensions Certificate — Receiver has first lien (<i>per contra</i>):	
Securities deposited with State Industrial Commission.....	
Materials and Supplies.....	
Deficits under Elevated Extensions Certificate (<i>per contra</i>).....	
Deficit accruals under Elevated Extensions Certificate in Suspense — Transit Commission's Objections (<i>per contra</i>) ⁴	
Deficits under Elevated Extensions Certificate for Material and Supplies and Securities deposited with State Industrial Commission.....	
Assets of Contract No. 4 Enterprise:	
Securities deposited with State Industrial Commission.....	
Materials and Supplies.....	
Deferred charges covering Transit Commission's Objections to Contract No. 3 (<i>per contra</i>) ⁴	
Accruals in Suspense incident to default on Ten-Year 7% Notes.....	
Accruals in Suspense incident to default on Ten-Year 6% Notes.....	
Estate of Interborough Rapid Transit Company (<i>per contra</i>).....	
Taxes and Rental Payable under Manhattan Ry. Lease (<i>per contra</i>).....	
Other items.....	
Total deferred debit items.....	
TOTAL ASSETS	

NOTE.— For tentative Balance Sheet of Independent City System, see page 387.

¹ This Balance Sheet excludes: (1) \$54,989,000 First and Refunding Mortgage 5% Gold Bonds, pledged as collateral for the 7% Notes; (2) \$6,272,000 held by the Guarantee Trust Co., Trustee, in Special Trust under agreement dated Sept. 1, 1922; and (3) \$1,334,000 bonds in treasury of Company.

² For details, see note 11, page 342.

³ Consists of:

	Company	Receiver
Amounts deposited to meet Interest on I. R. T. Bonds and Notes.....		\$5,114,292 03
Amounts deposited to meet Interest and Dividends on Manhattan Ry. securities.....		70,653 25
Cash deposits.....		936,651 35
Sinking Fund uninvested.....	\$110,245 13	
Total	\$110,245 13	\$6,121,596 63

⁴ Represents amount at June 30, 1934 of Transit Commission's Objections Nos. 41 to 72, inclusive, with interest claimed thereon to December 31, 1933, and blanket objections to items in advance similar to those contained in specific objections.

statements for operating, lessor and subsidiary companies
Companies

INTERBOROUGH RAPID TRANSIT ¹			Manhattan Railway, Company and Receiver (lessor)	New York Rapid Transit	Total
Company	Receiver	Consolidated			
\$232,806,346 86 2,597,362 27	\$5,935,332 28	\$232,806,346 86 8,532,694 55	\$112,804,239 67	⁷ \$168,940,071 81 ⁷ 10,536,608 83	¹¹ \$514,550,658 34 19,069,303 38
\$230,208,984 59	Cr \$5,935,332 28	\$224,273,652 31	\$112,804,239 67	\$158,403,462 98	\$495,481,354 96
\$13,033,852 59	\$543,333 50	\$13,577,186 09	\$25,000 00	\$311,808 75	\$13,913,994 84
.....	² \$5,935,332 28	\$5,935,332 28	.....	⁸ \$9,121,151 48	\$15,056,483 76
.....	\$8,667,460 93	\$8,667,460 93	\$26,189 38	\$2,006,669 08	\$10,700,319 39
\$35,627,031 28	7,111,950 31	42,738,981 59	.....	.....	42,738,981 59
³ 110,245 13	³ 6,121,596 63	³ 6,231,841 76	364,018 85	⁹ 2,241,370 51	8,837,231 12
66,195 55	369,755 59	435,951 14	119,366 06	296,588 63	851,905 83
42,044 21	215,375 33	257,419 54	221 35	268,904 44	526,545 33
.....	664,548 34	664,548 34	.....	.....	664,548 34
\$35,845,516 17	\$23,150,687 13	\$58,996,203 30	\$509,795 64	\$4,813,532 66	\$64,319,531 60
.....	\$2,735 51	\$2,735 51	.....	\$76,585 99	\$79,321 50
.....	375,314 62	375,314 62	.....	94,739 04	470,053 66
\$10,490,480 66	.....	10,490,480 66	\$605,456 44	159,485 68	11,255,422 78
14,453 84	.....	14,453 84	.....	.....	14,453 84
.....	3,315,558 48	3,315,558 48	.....	.....	3,315,558 48
16,249,508 00	.....	16,249,508 00	.....	.....	16,249,508 00
.....	² 128,986 01	128,986 01	.....	.....	128,986 01
.....	396,013 43	396,013 43	.....	.....	396,013 43
.....	78,922 27	78,922 27	.....	.....	78,922 27
.....	1,263,000 00	1,263,000 00	.....	.....	1,263,000 00
.....	1,710,127 94	1,710,127 94	.....	.....	1,710,127 94
.....	645,000 00	645,000 00	.....	.....	645,000 00
.....	674,492 60	674,492 60	.....	.....	674,492 60
.....	157,224,954 63	157,224,954 63	.....	.....	157,224,954 63
.....	597,298 00	597,298 00	.....	.....	597,298 00
.....	1,319,492 60	1,319,492 60	.....	.....	1,319,492 60
.....	.....	.....	.....	698,177 30	698,177 30
.....	.....	.....	.....	1,826,404 88	1,826,404 88
.....	2,746,042 83	2,746,042 83	.....	.....	2,746,042 83
456,230 93	.....	456,230 93	.....	.....	456,230 93
33,075 00	.....	33,075 00	.....	.....	33,075 00
.....	21,219,208 87	21,219,208 87	.....	.....	21,219,208 87
.....	.....	.....	⁶ 7,149,817 39	.....	7,149,817 39
.....	.....	.....	⁶ 1,063,902 47	¹⁰ 1,402,479 61	2,466,382 08
\$27,243,748 43	\$191,697,147 79	\$218,940,896 22	\$8,819,176 30	\$4,257,872 50	\$232,017,945 02
\$306,332,101 78	\$215,391,168 42	\$521,723,270 20	\$122,158,211 61	\$176,907,828 37	\$820,789,310 18

⁸ Consists of:

Taxes Accrued.....	\$2,931,370 73
Dividends Payable:	
7% Guarantee Stockholders.....	609,140 00
5% Modified Guarantee Stockholders.....	3,096,940 00
Interest on Manhattan Ry. Bonds.....	512,366 66
Total.....	\$7,149,817 39

⁹ Consists of:

I. R. T. Lease Account (materials and supplies).....	\$377,322 73
I. R. T. Co. Equipment Reserve Account.....	416,174 24
I. R. T. Co. Manhattan Ry. Co. Construction Cash Account.....	216,833 90
I. R. T. Co. Amortization Fund (Manhattan Ry. 2nd Mtge. Bonds)....	19,897 18
Fixed Capital Retired — In Suspense.....	33,674 42
Total.....	\$1,063,902 47

⁷ See note 7, page 321.⁸ Cash, etc., \$87,881.93; Securities, \$9,033,269.55 (for details of which see note 6, page 343).⁹ Includes Coupon Deposit, \$2,181,762.50.¹⁰ Includes Legal and engineering suspense, \$443,651.12; City of New York Suit — Contract No. 4, \$333,358.83; Contractor's retained percentages, \$163,783.34; and Retained percentages payable by Contract No. 4 Operating Fund, \$163,783.34.¹¹ Exclusive of investment of City of New York in Independent City System and in Contracts Nos. 1-4. See note 8, page 321.

TABLE XVI. Balance sheets as of June 30, 1934: (B) Condensed
§ 1. Rapid Transit

ACCOUNTS	For details see Table
LIABILITIES AND CAPITAL	
GROSS CAPITALIZATION:	
Capital stock.....	XX, B
Funded debt.....	XX, C
Total capitalization.....	
UNFUNDED DEBT:	
Taxes accrued.....	
Amounts due associated companies.....	
Miscellaneous bills and accounts payable.....	
Interest accrued on funded debt.....	
Interest accrued on unfunded debt.....	
Interest in Default on I. R. T. Notes and Interest in Default.....	
Dividend rental on Manhattan Ry. 5% modified guarantee stock payable if and when earned.....	
(per contra).....	
Other rent accrued for lease of road.....	
Other rents accrued.....	
Voluntary Relief Fund (per contra).....	
Receiver of Interborough Rapid Transit Company (per contra).....	
Dividends declared.....	
Due for wages and salaries.....	
Other items.....	
Total unfunded debt.....	
RESERVES AND SUSPENSE CREDIT BALANCES:	
Manhattan Railway Lease Account.....	
Premium on capital stock.....	
Liability for Assets of Contract No. 3 Enterprise upon which City has first lien (per contra).....	
Liability for Assets of Elevated Extensions Certificate upon which Receiver has first lien.....	
(per contra).....	
Deferred rentals — New York Rapid Transit Corp. (per contra).....	
Deficits under Elevated Extensions Certificate (per contra).....	
Deficit accruals under Elevated Extensions Certificate in Suspense — Transit Commission's.....	
Objections (per contra) ¹	
Transit Commission's Objections to Accounting under Contract No. 3 (per contra) ²	
Taxes and Rental Payable under Manhattan Ry. Lease (per contra).....	
Reserve for Undetermined Assets, Deferred Obligations and Other Contingencies.....	
Contingent liability to replace Manhattan Ry. Co. property (per contra).....	
Sinking Fund reserves.....	
Other contractual reserves.....	
Casualties and insurance reserves.....	
Other optional reserves, including suspense credit balances.....	
Total reserves and suspense credit balances.....	
CORPORATE SURPLUS OR (D) DEFICIT.....	XV
TOTAL LIABILITIES AND CAPITAL.....	

NOTE.— See preceding double page.

¹ See this note on preceding double page.² Includes \$51,486,000 bonds held in Sinking Fund and \$42,172,100 Notes in default. See note 4 below.³ Due Rapid Transit Subway Construction Co.⁴ Consists of:

Interest on \$10,500,000 defaulted 6% Notes for six months ended Oct. 1, 1932, in default.....	\$315,000 00	
Interest on above defaulted Notes for period Oct. 1, 1932 to June 30, 1934.....	1,102,500 00	
Interest on defaulted coupons (\$315,000) due Oct. 1, 1932, for period Oct. 1, 1932 to June 30, 1934.....	33,075 00	
Interest on \$31,672,100 defaulted 7% Notes for six months ended Sept. 1, 1932, in default.....	\$1,108,523 50	
Interest on above defaulted Notes for period Sept. 1, 1932 to June 30, 1934.....	4,064,586 17	
Interest on defaulted coupons (\$1,108,523.50) due Sept. 1, 1932 for period Sept. 1, 1932 to Dec. 31, 1932....	25,865 55	
Less payments to 7% Note Holders made by Bankers Trust Co. up to June 30, 1934, not including payment on July 1, 1934.....	3,982,687 43	
Total.....		1,216,387 79
Total.....		\$2,666,962 79

statements for operating, lessor and subsidiary companies
Companies — Concluded

INTERBOROUGH RAPID TRANSIT ¹			Manhattan Railway, Company and Receiver (lessor)	New York Rapid Transit	Total
Company	Receiver	Consolidated			
\$35,000,000 00		\$35,000,000 00	\$60,000,000 00	\$23,683,516 23	\$118,683,516 23
² 214,824,100 00		² 214,824,100 00	45,193,828 02	¹⁰ 130,704,500 00	¹¹ 390,722,428 02
\$249,824,100 00		\$249,824,100 00	\$105,193,828 02	\$154,388,016 23	\$509,405,944 25
\$268,010 98	\$3,822,898 61	\$4,090,909 59		\$1,601,097 95	\$5,692,007 54
³ 6,036,394 91	³ 130,618 66	³ 6,167,013 57		41,329 88	6,208,343 45
1,037,747 22	669,823 95	1,707,571 17	\$13,293 72	638,810 98	2,359,675 87
37,676 70	5,761,350 00	5,799,026 70		3,314,891 68	9,113,918 38
1,183,629 36		1,183,629 36			1,183,629 36
⁴ 2,666,962 79		⁴ 2,666,962 79			2,666,962 79
16,249,508 00		16,249,508 00			16,249,508 00
66,875 16	2,314,885 44	2,381,760 60			2,381,760 60
1,953 94	17,339 02	19,292 96			19,292 96
	128,986 01	128,986 01			128,986 01
21,219,208 87		21,219,208 87			21,219,208 87
				576,044 50	576,044 50
21,353 83	438,777 89	460,131 72		213,792 62	673,924 34
15,170 95		15,170 95			15,170 95
\$48,804,492 71	\$13,284,679 58	\$62,089,172 29	\$13,293 72	\$6,385,967 61	\$68,488,433 62
\$377,322 73		\$377,322 73			\$377,322 73
			\$1,809,382 06		1,809,382 06
	\$2,973,127 94	2,973,127 94			2,973,127 94
	1,319,492 60	1,319,492 60			1,319,492 60
	3,315,558 48	3,315,558 48			3,315,558 48
	157,224,954 63	157,224,954 63			157,224,954 63
	597,298 00	597,298 00			597,298 00
	2,746,042 83	2,746,042 83			2,746,042 83
			⁵ 7,149,817 39		7,149,817 39
				\$1,754,433 49	1,754,433 49
	78,922 27	78,922 27			78,922 27
43,623,106 28	8,279,376 31	51,902,482 59		6,814,624 87	58,717,107 46
⁶ 451,764 24	⁶ 236,731 08	⁶ 688,495 32			688,495 32
				1,559,623 96	1,559,623 96
⁷ 1,394,042 71	⁷ 613,858 27	⁷ 2,007,900 98	⁹ 1,161,070 65	314,521 79	3,483,493 42
\$45,846,235 96	\$177,385,362 41	\$223,231,598 37	\$10,120,270 10	\$10,443,204 11	\$243,795,072 58
D \$38,142,726 89	\$24,721,126 43	D \$13,421,600 46	\$6,830,819 77	\$5,690,640 42	¹² D \$900,140 27
\$306,332,101 78	\$215,391,168 42	\$521,723,270 20	\$122,158,211 61	\$176,907,828 37	\$820,789,310 18

⁵ See note 4 on preceding double page.⁶ Consists of:

	Company	Receiver
Liability to replace Manhattan Ry. Co. property retired since July 1, 1917	\$254,072 19	
Liability to replace Manhattan Ry. Co. property retired prior to July 1, 1917	162,102 05	
Manhattan Ry. Co. Capital Account		\$216,833 90
Manhattan Ry. Second Mtge. Bonds Discount and Expense Amortization		19,897 18
Liability to replace property provided by City under Contract No. 3, Retired from service	35,590 00	
Total	\$451,764 24	\$236,731 08

⁷ Includes debit balances: Company, \$409,322.34; Receiver, \$78,708.38; Consolidated, \$488,030.72.⁸ See note 5 on preceding double page.⁹ Includes \$878,922.27, Reserve for Contingencies; see note 6, page 296.¹⁰ Excludes \$6,797,000 bonds reacquired for Sinking Fund.¹¹ Exclusive of Rapid Transit Railroad bonds issued by the City of New York for rapid transit construction under Independent City System and Contracts Nos. 1-4. See Table XX, E.¹² Exclusive of \$2,501,122.26, reported by Independent City System as Balance of Income for Contingencies.

TABLE XVI. Balance sheets as of June 30, 1934: (B) Condensed
§ 2. Third Avenue

ACCOUNTS	For details see Table	Third Avenue	Kingsbridge (lessor) ²
ASSETS			
FIXED CAPITAL — GROSS INVESTMENT.....	XVII B, § 2	\$34,658,758 09	\$2,276,168 17
Less Accrued amortization of capital.....	XIX	258,762 48	.....
Fixed capital — net investment.....		\$34,399,995 61	\$2,276,168 17
OTHER INVESTMENTS:			
Miscellaneous investments.....	XVIII	⁴ \$28,064,705 32	.....
Cost of bonds reacquired and held alive.....	XVIII	⁵ 2,867,064 58	.....
Total other investments.....	XVIII	\$30,931,769 90	.....
CURRENT ASSETS:			
Cash.....		\$1,196,324 36	.....
Special deposits:			
Sinking funds uninvested.....		20,251 21	.....
Funded debt reacquired in sinking and amortization funds.....		⁶ 250,406 16	.....
Other special deposits.....		⁷ 683,609 03	.....
Accounts receivable.....		185,488 85	.....
Interest and dividends receivable.....		2,713,817 98	.....
Total current assets.....		\$5,049,897 59	.....
MATERIALS AND SUPPLIES.....			
		459,146 64	.....
Total floating capital.....		\$5,509,044 23	.....
MISCELLANEOUS TEMPORARY DEBITS:			
Temporary advances to associated companies.....		\$9,473,962 38	.....
Prepayments.....		163,352 66	.....
Unamortized debt discount and expense.....		884,830 74	.....
Other suspense.....		7,589 49	.....
Total deferred debit items.....		\$10,529,735 27	.....
TOTAL ASSETS.....		\$81,370,545 01	\$2,276,168 17

¹ Exclusive of Surface Transportation Corp. (bus) and Third Avenue Railway System companies (street railway and bus) which operate entirely in Westchester County and are not required to report to this Commission.

^{2, 3} Operated by: ² Third Avenue; ³ Union.

⁴ Includes U. S. Government securities, cost \$54,800 reported as held in Fund for Depreciation and Contingencies, carried on Balance Sheet under Special Deposits; see note 5.

⁵ Consists of:

	Par value	Cost
First Refunding Mtge. 4's, 1960.....	\$2,520,500	\$2,022,498 11
Adjustment Mtge. Income 5's, 1960.....	320,000	254,388 97
Carried on Balance Sheet under Special Deposits and called Fund for Depreciation and Contingencies (see also note 4)		
First Mtge. 5's, 1937.....	653,000	590,177 50
Not acquired as an Investment, but apparently in connection with Company's obligation to retire the bonds in 1937 (see note 16, page 357)		
Total.....	\$3,493,500	\$2,867,064 58

⁶ Cost of \$494,000 par value of Third Avenue First Refunding Mortgage 4% Bonds reacquired and held in Fund for Amortization of Debt Discount and Expense.

statements for operating, lessor and subsidiary companies
 Railway System Companies ¹

42d Street, Manh. & St. N. Ave.	New York City Inter- borough	Southern Boulevard	Union	Bronx Traction (lessor) ³	Westchester Electric	Total
\$12,116,407 03 921,676 67	\$7,007,432 20 217,682 76	\$767,989 85 206,440 58	\$10,456,872 87 258,866 19	\$1,115,941 18	\$2,103,853 06 58,540 51	\$70,503,422 45 1,921,969 19
\$11,194,730 36	\$6,789,749 44	\$561,549 27	\$10,198,006 68	\$1,115,941 18	\$2,045,312 55	\$68,581,453 26
\$62,561 87	\$171,607 03	\$37,957 96	\$2,145,544 91		¹⁰ \$55,182 03	\$30,537,559 12 2,867,064 58
\$62,561 87	\$171,607 03	\$37,957 96	\$2,145,544 91		\$55,182 03	\$33,404,623 70
\$35,219 60	\$374,847 11	\$12,364 72	\$65,986 83		\$23,957 72	\$1,708,700 34
		435 44	8,788 99			29,475 64
	⁶ 60,000 00					310,406 16
1,863 22		6,325 00	22,816 68		¹¹ 125,724 71	840,338 64
30,424 97	20 32		12,786 83		2,923 05	231,644 02
480 26	2,112 81	222 92	36,022 56		17,955 26	2,770,611 79
\$67,988 05	\$436,980 24	\$19,348 08	\$146,401 89 35,724 62		\$170,560 74 19,527 12	\$5,891,176 59 514,398 38
\$67,988 05	\$436,980 24	\$19,348 08	\$182,126 51		\$190,087 86	\$6,405,574 97
	\$158,600 00		\$1,073,835 05		\$89,975 74	\$10,796,373 17
\$9,346 54	566 47	\$6 25	23,321 16		4,789 26	201,382 34
	⁹ 7,899 40	⁹ 3,231 58	23,300 34		100 10	884,830 74 42,120 91
\$9,346 54	\$167,065 87	\$3,237 83	\$1,120,456 55		\$94,865 10	\$11,924,707 16
\$11,334,626 82	\$7,565,402 58	\$622,093 14	\$13,646,134 65	\$1,115,941 18	\$2,385,447 54	\$120,316,359 09

⁷ Consists of Coupon special deposits, \$622,215.54; deposit with City of New York, \$1,500; and other deposits, \$59,893.49.

⁸ Cost of First Mortgage Bonds, par value \$87,000, reported under Special Deposits as Sinking Funds Uninvested.

⁹ Represents debit balance in Reserve for Loss or Gain on Operation of Others.

¹⁰ See note 11 below.

¹¹ Includes \$112,042.15, deposit in lieu of mortgage property sold, of which \$110,184.37 is invested in \$105,000 par value of U. S. Government securities.

TABLE XVI. Balance sheets as of June 30, 1934: (B) Condensed
§ 2. Third Avenue Railway

ACCOUNTS	For details see Table	Third Avenue	Kingsbridge (lessor) ²
LIABILITIES AND CAPITAL			
GROSS CAPITALIZATION:			
Capital stock	XX, B	\$16,590,000 00	\$8,600 00
Funded debt	XX, C	49,526,500 00	
Other capitalization	XX, D		2,248,792 70
Total capitalization		\$66,116,500 00	\$2,257,392 70
UNFUNDED DEBT:			
Taxes accrued		\$23,903 25	
Amounts due associated companies			
Accounts payable		173,084 99	
Interest accrued:			
On income bonds		10,452,121 25	
On other funded debt		581,330 00	
On unfunded debt		2,520 00	(⁵)
Due for wages and salaries		35,498 86	
Other unfunded debt		16,273 28	
Total unfunded debt		\$11,284,731 63	
RESERVES AND SUSPENSE CREDIT BALANCES:			
Reserve for Loss or Gain in Operation of Others		\$7,307,023 26	
Sinking fund reserve			
Casualties and insurance reserves		152,660 43	
Other reserves and suspense credit balances		4 609,331 43	
Total reserves and suspense credit balances		\$8,069,015 12	
CORPORATE SURPLUS OR (D) DEFICIT	XV	D \$4,099,701 74	\$18,775 47
TOTAL LIABILITIES AND CAPITAL		\$81,370,545 01	\$2,276,168 17

^{1,2} See these notes on preceding double page.³ Includes Accrued amortization of capital — Revenue buses, \$533,263.43.⁴ The Company does not report interest at 4% amounting to \$2,443,688.07 on note to lessee, Third Avenue Ry. Co.⁵ Includes \$1,487,000 Second Mortgage Income Bonds matured January 1, 1915, held by Third Avenue Ry. Co.

statements for operating, lessor and subsidiary companies
System Companies¹—Concluded

42d Street, Manh. & St. N. Ave.	New York City Inter- borough	Southern Boulevard	Union	Bronx Traction (lessor) ²	Westchester Electric	Total
\$2,500,000 00	\$5,000,000 00	\$250,000 00	\$2,000,000 00	\$58,100 00	\$500,000 00	\$26,906,700 00
500,000 00	.....	250,000 00	2,000,000 00	.....	500,000 00	52,776,500 00
* 7,902,152 98	7 1,126,358 29	186,472 71	4,715,064 39	* 1,122,014 27	1,952,161 17	19,253,016 51
\$10,902,152 98	\$6,126,358 29	\$686,472 71	\$8,715,064 39	\$1,180,114 27	\$2,952,161 17	\$98,936,216 51
\$65,924 61	\$64,530 17	\$18,218 59	\$185,096 66	.....	\$15,131 97	\$372,805 25
12,538 62	15,818 02	261,746 50	4,011,016 92	.....	2,311,499 31	6,612,619 37
306 00	53 00	.....	907 50	.....	1,469 12	175,820 61
.....	.....	.....	.....	.....	.....	10,452,121 25
8,333 33	.....	6,325 00	42,116 67	\$23,612 94	12,550 00	674,267 94
1,455,415 56	7,460 00	.....	.....	.....	1,059,391 56	2,524,787 12
8,189 25	5,476 66	1,318 46	24,006 56	.....	4,207 03	78,696 82
.....	.....	.....	588 65	.....	2,317 26	19,179 19
\$1,550,707 37	\$93,337 85	\$287,608 55	\$4,263,732 96	\$23,612 94	\$3,406,566 25	\$20,910,297 55
.....	(³)	(³)	\$456,355 31	.....	\$81,949 05	\$7,845,327 62
.....	\$967,800 00	.....	.....	.....	.....	967,800 00
\$44,848 83	91,327 63	\$17,169 22	149,579 09	.....	74,095 02	529,681 22
54 00	.....	86 50	784 50	.....	1,267 56	611,523 99
\$44,902 83	\$1,059,127 63	\$17,255 72	\$606,718 90	.....	\$157,312 63	\$9,954,332 83
D \$1,163,136 36	\$286,578 81	D \$369,243 84	\$60,618 40	D \$87,786 03	D \$4,130,592 51	D \$9,484,487 80
\$11,334,626 82	\$7,565,402 58	\$622,093 14	\$13,646,134 65	\$1,115,941 18	\$2,385,447 54	\$120,316,359 09

² Includes \$1,119,000 First Mortgage Bonds matured May 1, 1928, of which \$1,032,000 is held by Third Avenue Ry. Co. and \$87,000 is in Sinking Fund.

³ See note 9 on preceding double page.

⁴ Includes \$809,308.49, non-interest bearing advances for betterments owing to lessee company

TABLE XVI. Balance sheets as of June 30, 1934: (B) Condensed
§ 3. Other Manhattan

ACCOUNTS	For details see Table
ASSETS	
FIXED CAPITAL — STREET RAILWAY.....	XVII B, § 3
FIXED CAPITAL — NON-OPERATING PROPERTY, ETC.....	
Fixed capital — gross investment.....	XIX
Less Accrued amortization of capital.....	
Fixed capital — net investment.....	
OTHER INVESTMENTS — MISCELLANEOUS.....	XVIII
CURRENT ASSETS:	
Cash.....	
Sinking funds uninvested.....	
Other special deposits.....	
Bills and accounts receivable.....	
Interest and dividends receivable.....	
Controlling account (<i>per contra</i>).....	
Other current assets.....	
Total current assets.....	
MATERIALS AND SUPPLIES.....	
Total floating capital.....	
MISCELLANEOUS TEMPORARY DEBITS:	
Prepayments.....	
Unamortized debt discount and expense.....	
Rentals unpaid.....	
Other suspense.....	
Total deferred debit items.....	
TOTAL ASSETS.....	

¹ For supporting schedule see Div. C of this table.² Includes Preliminary Expenses a/c Buses, \$36,285.95; Unacquired Stock of Controlled Companies, \$363,554; and Acquisition of New York & Harlem Railroad Company City Line Property, \$450,000.³ At the termination of their leases with the New York Railways Co., the Eighth Avenue and the Ninth Avenue Companies set up on their books appraised values of property transferred to

statements for operating, lessor and subsidiary companies
Surface Companies

New York Railways	New York Railways subsidiary companies combined ¹	EIGHTH AND NINTH AVENUES		Total
		Corporation	Receiver	
{ \$18,462,908 04 440,541 00	\$22,893,293 18	³ \$3,884,069 80	\$13,563 49	\$45,253,834 51 440,541 00
\$18,903,449 04 879,698 30	\$22,893,293 18	\$3,884,069 80	\$13,563 49	\$45,694,375 51 879,698 30
\$18,023,750 74	\$22,893,293 18	\$3,884,069 80	\$13,563 49	\$44,814,677 21
\$11,645,494 11	\$2,144,767 51	\$595,500 00		\$14,385,761 62
\$591,429 04 78 20	\$151,411 35 9 12		\$5,035 82	\$747,876 21 87 32
132,991 12	15,587 11	\$30 00		148,608 24
2,225,125 75	70,481 58	3,159 09	59,322 13	2,358,088 55
870,388 64				870,388 64
	26,698 48	556,807 72		583,506 20
2,332 75	37,500 00			39,832 75
\$3,822,345 51 214,633 80	\$301,687 64	\$559,996 81 1,252 45	\$64,357 95 22,656 48	\$4,748,387 91 238,542 73
\$4,036,979 31	\$301,687 64	\$561,249 26	\$87,014 43	\$4,986,930 64
\$15,382 71 231,969 10			\$1,265 30	\$16,648 01 231,969 10
	\$3,502,754 23			3,502,754 23
² 1,025,666 61	11,885 25	⁴ \$184,717 44	11,006 73	1,233,276 03
\$1,273,018 42	\$3,514,639 48	\$184,717 44	\$12,272 03	\$4,984,647 37
\$34,979,242 58	\$28,854,387 81	\$5,225,536 50	\$112,849 95	\$69,172,016 84

them contrary to the Uniform System of Accounts. These valuations, amounting at Dec. 22, 1926 to \$7,610,954.95, were taken into their Fixed Capital accounts, and Surplus erroneously credited with the increase, \$6,263,727.73, this increase in Surplus being included in "Capital Stock Equity" upon the consolidation. In 1933 an adjustment of \$3,854,138.63 was made to Fixed Capital, the contra charge being made to "Capital Stock Equity."

⁴ Includes Claims in Dispute, \$174,349.96; see note 8 on following double page.

TABLE XVI. Balance sheets as of June 30, 1934: (B) Condensed
§ 3. Other Manhattan

ACCOUNTS	For details see Table
LIABILITIES AND CAPITAL	
GROSS CAPITALIZATION:	
Capital stock.....	XX, B
Funded debt.....	XX, C
Other capitalization.....	XX, D
Total capitalization.....	
EXPENDED FOR BETTERMENTS BY LESSEE.....	
UNFUNDED DEBT:	
Taxes accrued.....	
Judgments unpaid.....	
Amounts due associated companies.....	
Bills and accounts payable.....	
Interest accrued on funded debt.....	
Interest accrued on unfunded debt.....	
Rent accrued for lease of road.....	
Other rents accrued.....	
Controlling account (<i>per contra</i>).....	
Dividends declared.....	
Due for wages and salaries.....	
Other unfunded debt.....	
Total unfunded debt.....	
RESERVES AND SUSPENSE CREDIT BALANCES:	
Reserve for Net Obligations in re Final Accounting.....	
Sinking fund reserve.....	
Casualties reserve.....	
Other reserves and suspense credit balances.....	
Total reserves and suspense credit balances.....	
CORPORATE SURPLUS OR (D) DEFICIT.....	XV
TOTAL LIABILITIES AND CAPITAL.....	

¹ For supporting schedule see Div. C of this table.² Exclusive of \$11,732,322.54, accumulated and unpaid interest on the 40-year 6% Income Gold Bonds to June 30, 1934, not declared due and payable. If interest on Income Bonds had been accrued since January 1, 1925, Surplus would be reduced by \$11,732,322.54, resulting at June 30, 1934 in a Deficit of \$9,931,939.02.³ See note 1, Div. C of this table.⁴ Includes Interest on Funded Debt and Sinking Fund Requirements of Controlled Companies Operated under Agreements, \$116,366.68.

statements for operating, lessor and subsidiary companies
Surface Companies — Concluded

New York Railways	New York Railways subsidiary companies combined ¹	EIGHTH AND NINTH AVENUES		Total
		Corporation	Receiver	
\$1,442,629 72	\$7,698,000 00	⁶ \$3,058,359 40		\$12,198,989 12
24,551,388 48	8,415,000 00			32,966,388 48
1,850,000 00				1,850,000 00
\$27,844,018 20	\$16,113,000 00	\$3,058,359 40		\$47,015,377 60
	\$5,866,288 42			\$5,866,288 42
\$123,940 02		\$1,441,759 58	\$72,710 81	\$1,638,410 41
		107,326 97	68,685 15	176,012 12
42,637 86	\$2,613,331 84			2,655,969 70
139,099 72	94 00	660,938 56	39,516 31	839,648 59
² 151,503 59				151,503 59
		918,647 41	18,395 09	937,042 50
(³)				(³)
4,266 66				4,266 66
	26,698 48		556,807 72	583,506 20
	1,796 50			1,796 50
55,557 76		398 21	8,544 39	64,500 36
⁴ 125,612 40		⁷ 222,710 33	⁷ 135,820 65	484,143 38
\$642,618 01	\$2,641,920 82	\$3,351,781 06	\$900,480 12	\$7,536,800 01
\$2,247,375 57				\$2,247,375 57
	\$83,477 15			83,477 15
728,528 60				728,528 60
⁵ 1,716,318 68	176,092 43	⁸ \$181,207 46	⁹ \$191,667 34	2,265,285 91
\$4,692,222 85	\$259,569 58	\$181,207 46	\$191,667 34	\$5,324,667 23
² \$1,800,383 52	\$3,973,608 99	D \$1,365,811 42	D \$979,297 51	\$3,428,883 58
\$34,979,242 58	\$28,854,387 81	\$5,225,536 50	\$112,849 95	\$69,172,016 84

⁵ Includes Suspense — Broadway & Seventh Avenue R. R. Co.—Operating Agreement, \$475,000; Suspense — Interest Revenue, \$603,156.46; and Suspense — Interest & Sinking Fund Requirement of Controlled Companies in Default, \$331,959.17.

⁶ See note 3 on preceding double page.

⁷ City paving bills.

⁸ Includes Reserve for Claims in Dispute, \$174,349.96; see note 4 on preceding double page.

⁹ Includes as Suspense a/c of Railways Realty Corp.—lease and occupation of property (transferred from Accounts Payable), \$186,594.06.

TABLE XVI. Balance sheets as of June 30, 1934: (B) Condensed
§ 4. Brooklyn

ACCOUNTS	
ASSETS	
FIXED CAPITAL — GROSS INVESTMENT.....	
Less Accrued amortization of capital.....	
Fixed capital — net investment.....	
OTHER INVESTMENTS — MISCELLANEOUS.....	
CURRENT ASSETS:	
Cash.....	
Special deposits.....	
Bills and accounts receivable.....	
Interest and dividends receivable.....	
Total current assets.....	
MATERIALS AND SUPPLIES.....	
Total floating capital.....	
MISCELLANEOUS TEMPORARY DEBITS:	
Temporary advances to associated companies.....	
Prepayments.....	
Unamortized debt discount and expense.....	
Other suspense.....	
Total deferred debit items.....	
TOTAL ASSETS.....	
LIABILITIES AND CAPITAL	
GROSS CAPITALIZATION:	
Capital stock.....	
Funded debt.....	
Other capitalization.....	
Total capitalization.....	
UNFUNDED DEBT:	
Taxes accrued.....	
Tort creditors.....	
Judgments unpaid.....	
Matured funded debt unpaid.....	
Amounts due associated companies.....	
Bills and accounts payable.....	
Interest accrued on funded debt.....	
Interest accrued on unfunded debt.....	
Dividends declared.....	
Due for wages and salaries.....	
Other unfunded debt.....	
Total unfunded debt.....	
RESERVES AND SUSPENSE CREDIT BALANCES:	
Reserve for Contingencies.....	
Sinking fund reserves.....	
Casualties and insurance reserves.....	
Other reserves and suspense credit balances.....	
Total reserves and suspense credit balances.....	
CORPORATE SURPLUS OR (D) DEFICIT.....	
TOTAL LIABILITIES AND CAPITAL.....	

¹ See note 1, page 334.² Includes \$1,709,101, investment of Fund for Replacement of Equipment (cash in Fund, \$810.80, included in Special Deposits below) of which \$340,423.50 is the cost of \$406,000 par value of reacquired bonds.³ Includes Bills Receivable from Brooklyn & Queens Service Co., Inc., \$704,900, and from Collier Service Corp., \$111,000.

statements for operating, lessor and subsidiary companies
Surface Companies

For details see Table	Brooklyn & Queens Transit	South Brooklyn	Bush Terminal	Total
XVII B, § 4 XIX	¹ \$98,512,832 11 2,281,764 55	\$3,737,598 85 446,109 87	\$327,948 53 124,661 96	\$102,578,379 49 2,852,536 38
	\$96,231,067 56	\$3,291,488 98	\$203,286 57	\$99,725,843 11
XVIII	² \$5,830,570 62	\$151,539 09	\$7,530 50	\$5,989,640 21
	\$613,504 75 533,100 61	\$83,423 77	\$219,053 33	\$915,981 85 533,100 61
	³ 1,065,068 47 90,906 13	33,388 82 3,552 27	29,944 37 43 30	1,128,401 66 94,501 70
	\$2,302,579 96 882,813 04	\$120,364 86	\$249,041 00	\$2,671,985 82 882,813 04
	\$3,185,393 00	\$120,364 86	\$249,041 00	\$3,554,798 86
	\$106,319 09 138,138 66 18,649 89 397,376 05	\$2,050 00 9,878 99 27,100 40	\$254 90	\$108,396 09 148,272 55 18,649 89 424,476 45
	\$660,483 69	\$39,029 39	\$254 90	\$699,767 98
	\$105,907,514 87	\$3,602,422 32	\$460,112 97	\$109,970,050 16
XX, B XX, C XX, D	\$47,125,000 00 26,852,000 00	\$500,000 00	\$20,000 00	\$47,645,000 00 26,852,000 00 1,711,045 00
	\$73,977,000 00	\$1,875,000 00	\$356,045 00	\$76,208,045 00
	\$1,135,854 16 21,559 20 912 86 3,000 00	\$62,187 11 156,000 00	\$132,715 05	\$1,330,756 32 21,559 20 912 86 159,000 00
XX, C	899,105 45 ⁴ 3,466,972 12 590,690 09 20,029 81 447,118 76 180,525 68 28,179 45	70,756 74 68,961 76 7,003 49 10,000 00 5,061 85	⁵ 1,485,198 02 11,093 48 ⁶ 47,060 77	2,455,060 21 3,547,027 36 590,690 09 74,094 07 457,118 76 185,587 53 28,179 45
	\$6,793,947 58	\$379,970 95	\$1,676,067 32	\$8,849,985 85
	\$17,886,720 35 15,138 60 1,915,241 10 183,152 29			\$17,886,720 35 15,138 60 2,131,869 96 192,566 88
	\$20,000,252 34	\$219,367 89	\$6,675 56	\$20,226,295 79
XV, A	\$5,136,314 95	\$1,128,083 48	D \$1,578,674 91	\$4,685,723 52
	\$105,907,514 87	\$3,602,422 32	\$460,112 97	\$109,970,050 16

⁴ Of which \$2,100,000 is due Chase National Bank and \$900,000 is due Brooklyn Trust Co.

⁵ Respondent erroneously includes with Working Advances the interest accrued thereon which should be reported under Interest Accrued on Unfunded Debt.

⁶ Interest on unpaid taxes; see also note 5.

TABLE XVI. Balance sheets as of June 30, 1934: (B) Condensed
§ 5. Queens

ACCOUNTS	
ASSETS	
FIXED CAPITAL — GROSS INVESTMENT	
Less Accrued amortization of capital	
Fixed capital — net investment	
OTHER INVESTMENTS — MISCELLANEOUS	
CURRENT ASSETS:	
Cash	
Special deposits	
Bills and accounts receivable	
Interest and dividends receivable	
Other current assets	
Total current assets	
MATERIALS AND SUPPLIES	
Total floating capital	
MISCELLANEOUS TEMPORARY DEBITS:	
Temporary advances to associated companies	
Prepayments	
Unamortized debt discount and expense	
Other suspense	
Total deferred debit items	
TOTAL ASSETS	
LIABILITIES AND CAPITAL	
GROSS CAPITALIZATION:	
Capital stock	
Funded debt	
Other capitalization	
Total capitalization	
UNFUNDED DEBT:	
Taxes accrued	
Judgments unpaid	
Amounts due associated companies	
Bills and accounts payable	
Interest accrued on funded debt	
Interest accrued on unfunded debt	
Rent accrued	
Due for wages and salaries	
Other unfunded debt	
Total unfunded debt	
RESERVES AND SUSPENSE CREDIT BALANCES:	
Casualties and insurance reserves	
Other reserves and suspense credit balances	
Total reserves and suspense credit balances	
CORPORATE SURPLUS OR (D) DEFICIT	
TOTAL LIABILITIES AND CAPITAL	

¹ The Steinway Railways, Receivers, do not report the value of the property taken over from the New York & Queens County Ry. Co., in May, 1922, nor do they report the liability for the \$1,500,000 principal amount of Steinway Railway bonds matured July 1, 1922.

² Fixed Capital includes \$1,251,809.75 "Construction Suspense" representing property taken over from predecessors, but excludes \$500,000 reported under Intangible Street Railway Capital as "estimated promotion and development charges thereon to complete and equip the road as required by its franchise and the losses during the construction and development period."

³ Instalments paid on subscriptions for stock.

statements for operating, lessor and subsidiary companies
Surface companies

For details see Table	New York & Queens Transit	Steinway Railways, Receivers	Manhattan & Queens	Total
XVII B, § 5	\$204,222 88	¹ \$113,119 86	² \$1,441,167 10	\$1,758,509 84
XIX	109,318 27		442,497 81	551,816 08
	\$94,904 61	\$113,119 86	\$998,669 29	\$1,206,693 76
XVIII	\$34,600 00	\$34,306 59	\$36,493 75	\$105,400 34
	\$93,113 81	\$106,639 53	\$34,132 58	\$233,885 92
	1,000 00	18,060 74	750 00	19,810 74
	10,457 66	2,776 01	6,481 84	19,715 51
	1,018 48	692 01	21,271 23	22,981 72
	538 42			538 42
	\$106,128 37	\$128,168 29	\$62,635 65	\$296,932 31
	23,578 21	7,065 86	18,898 62	49,542 69
	\$129,706 58	\$135,234 15	\$81,534 27	\$346,475 00
	\$11,392 81			\$11,392 81
		\$1,501 01	\$5,130 01	6,631 02
	1,767 38			1,767 38
	14 11			14 11
	\$13,174 30	\$1,501 01	\$5,130 01	\$19,805 32
	\$272,385 49	\$284,161 61	\$1,121,827 32	\$1,678,374 42
XX, B	\$20,000 00		³ \$20,000 00	\$40,000 00
XX, C	100,000 00	(⁴)		100,000 00
XX, D			⁴ 1,150,000 00	1,150,000 00
	\$120,000 00		\$1,170,000 00	\$1,290,000 00
	\$25,475 12	\$166,221 79	\$217,940 81	\$409,637 72
			⁴ 399,342 46	399,342 46
	7,297 65			7,297 65
	18,079 31	37,106 03	6,426 42	61,611 76
	2,000 00			2,000 00
	1,005 78	70,293 00		71,298 78
			415,894 98	415,894 98
	5,843 33	3,028 67	842 04	9,714 04
	296 25	462 50	⁵ 156 25	915 00
	\$59,997 44	\$277,111 99	\$1,040,602 96	\$1,377,712 39
	\$39,748 43	\$78,294 18	\$4,796 63	\$122,839 24
	3,846 96	19,809 61	4,891 25	28,547 82
	\$43,595 39	\$98,103 79	\$9,687 88	\$151,387 06
XV, A	\$48,792 66	D \$91,054 17	D \$1,098,463 52	D \$1,140,725 03
	\$272,385 49	\$284,161 61	\$1,121,827 32	\$1,678,374 42

⁴ Respondent reports under Judgments Unpaid a judgment secured November 14, 1917, by the Gas & Electric Securities Co. for \$1,158,522.84 (\$1,150,000 face value of demand notes and \$8,522.84 interest and costs) and \$390,819.62 interest accrued on judgment. In order that the property may be represented in Capitalization, the part of the judgment, \$1,150,000, estimated as equivalent to Company's fixed capital, is here shown under Other Capitalization.

⁵ Excludes \$500,000 Other Unfunded Debt, the contra credit to \$500,000 Intangible Capital which is excluded from Fixed Capital above; see note 2 above.

TABLE XVI. Balance sheets as of June 30, 1934: (C) Condensed

ACCOUNTS	For details see Table	Bleecker St. & Fulton Ferry	Broadway & Seventh Avenue, Company and Receiver
ASSETS			
Fixed Capital — Gross Investment.....	XVII	\$1,698,804 58	\$10,397,721 67
OTHER INVESTMENTS — MISCELLANEOUS.....	XVIII		\$1,850,000 00
CURRENT ASSETS:			
Cash.....		\$17 30	\$269 12
Special deposits.....			³ 15,587 11
Accounts receivable.....			⁴ 70,481 58
Estate controlling account (<i>per contra</i>).....			7,706 54
Other current assets.....			⁵ 37,500 00
Total current assets.....		\$17 30	\$131,544 35
OTHER SUSPENSE.....			
RENTALS UNPAID ¹		\$94,154 83	\$1,110,403 23
TOTAL ASSETS.....		\$1,792,976 71	\$13,489,669 25
LIABILITIES AND CAPITAL			
GROSS CAPITALIZATION:			
Capital stock.....	XX, B	\$900,000 00	\$2,100,000 00
Funded debt.....	XX, C	700,000 00	5,058,000 00
Total capitalization.....		\$1,600,000 00	\$7,158,000 00
EXPENDED BY METROPOLITAN STREET RAILWAY ²			\$3,225,123 78
UNFUNDED DEBT:			
Amounts due associated companies.....			\$1,970,335 95
Accounts payable.....			
Receiver's controlling account (<i>per contra</i>).....			7,706 54
Dividends declared.....			379 50
Total unfunded debt.....			\$1,978,421 99
RESERVES AND SUSPENSE CREDIT BALANCES:			
Sinking fund reserve.....			
Other reserves and suspense credit balances.....			\$20,675 21
Total reserves and suspense credit balances.....			\$20,675 21
CORPORATE SURPLUS OR (D) DEFICIT ¹	XV, B	\$192,976 71	\$1,107,448 27
TOTAL LIABILITIES AND CAPITAL.....		\$1,792,976 71	\$13,489,669 25

¹ These companies are being operated by the New York Railways Corporation in accordance with operating agreements effective January 1, 1928. No accounting for earnings under these agreements has yet been made. Prior to April 30, 1925, the New York Railways Company operated the properties of the lessor companies on a fixed rental basis consisting of interest on bonds, dividends on stock (paid direct to security holders) and in some cases allowances for corporate expenses. In a number of instances the lessee company defaulted on payment of the dividend portion of the rental as well as on the allowances for expenses. The lessor companies in their reports to the Commission included the rentals in their income statement, although such rentals were not taken on their books. Consequently the surplus shown on their balance sheets must be increased by the unpaid portion of the accrued rentals. This unpaid portion is here included by the Division of Statistics and Accounts under the caption Unpaid Rentals, with a corresponding credit adjustment to Surplus.

statements for subsidiary companies of New York Railways Corporations ¹

Christopher & Tenth Street	42d St. & Grand St. Ferry	Sixth Avenue, Company and Receiver	34th Street Crosstown	23d Street	Total
\$653,711 32	\$2,563,978 27	\$1,993,796 22	\$3,072,760 80	\$2,512,520 32	\$22,893,293 18
	\$294,767 51				\$2,144,767 51
	\$132,118 54	\$16,187 86		\$2,818 53 9 12	\$151,411 35 15,596 23 70,481 58 26,698 48 37,500 00
	\$132,118 54	\$35,179 80		\$2,827 65	\$301,687 64
		⁷ \$11,885 25			\$11,885 25
\$268,666 66	\$823,403 23	\$536,344 08		\$669,782 20	\$3,502,754 23
\$922,377 98	\$3,814,267 55	\$2,577,205 35	\$3,072,760 80	\$3,185,130 17	\$28,854,387 81
\$650,000 00	\$748,000 00	\$1,700,000 00	\$1,000,000 00 1,000,000 00	\$600,000 00 1,657,000 00	\$7,698,000 00 8,415,000 00
\$650,000 00	\$748,000 00	\$1,700,000 00	\$2,000,000 00	\$2,257,000 00	\$16,113,000 00
	\$1,560,355 84		\$1,080,808 80		\$5,866,288 42
		\$191,495 89 94 00 18,991 94 1,417 00		\$451,500 00	\$2,613,331 84 94 00 26,698 48 1,796 50
		\$211,998 83		\$451,500 00	\$2,641,920 82
				\$83,477 15 ⁹ 101,531 97	\$83,477 15 176,092 43
	⁶ \$42,000 00	⁵ \$11,885 25			
	\$42,000 00	\$11,885 25		\$185,009 12	\$259,569 58
\$272,377 98	\$1,463,911 71	\$653,321 27	D \$8,048 00	\$291,621 05	\$3,973,608 99
\$922,377 98	\$3,814,267 55	\$2,577,205 35	\$3,072,760 80	\$3,185,130 17	\$28,854,387 81

² No liability for repayment of amount expended is recognized by the respondents.³ Represents balance of proceeds from sale of property.⁴ Includes \$37,500 due from Receiver, New York Railways Co., and \$32,184.13 due from New York Railways Corp.⁵ Represents "six months interest coupon due July 1, 1924, on all (\$1,500,000) Broadway Surface R. R. Co., First Mortgage 5% Bonds outstanding, purchased under authorization of court dated July 1, 1924."⁶ Award in Condemnation Proceedings on building at 42d Street and Twelfth Avenue.⁷ Mortgage bonds deposited for distribution to stockholders, the contra credit being included as Suspense Credit Balance.⁸ See note 7.⁹ Includes Salvage from property retired, \$42,000.

at beginning of year, changes during year and figures at close of year

IN FIXED CAPITAL DURING YEAR ¹			TOTAL FIXED CAPITAL, JUNE 30, 1934		
WITHDRAWALS		Net increase of all fixed capital	" Fixed Capital, Dec. 31, 1908 "	Fixed capital installed since 1908	Gross fixed capital investment, June 30, 1934 ²
" Fixed Capital, Dec. 31, 1908 "	Fixed capital installed since 1908				
⁸ \$106 29	⁸ \$7,565 00	\$697 65	⁴ \$32,308,854 69	⁴ \$28,603,841 80	⁴ \$60,912,696 49
	⁸ [11,290 00]	171,173 33		⁴ 171,893,650 37	⁴ 171,893,650 37
33,674 42		D 33,674 42	108,274,007 34	4,530,232 33	112,804,239 67
33,674 42		138,196 56	⁶ 140,582,862 03	⁶ 205,027,724 50	⁶ 345,610,586 53
Dr 459 39		690 83	50,972,551 38	⁷ 5,393,743 27	⁷ 56,366,294 65
		645,355 56		44,463,672 34	44,463,672 34
		70,654 73		68,110,104 82	68,110,104 82
Dr 459 39		716,701 12	⁶ 50,972,551 38	⁶ 117,967,520 43	⁶ 168,940,071 81
\$33,215 03		\$854,897 68	⁵ \$191,555,413 41	⁵ \$322,995,244 93	⁵ \$514,550,658 34
\$68,295 52	¹² \$105,074 15	\$136,338 01	\$26,225,644 19	\$8,433,113 90	\$34,658,758 09
			2,262,445 68	13,722 49	2,276,168 17
17,708 61	¹³ 3,385 39	D 15,036 71	11,243,845 08	872,561 95	12,116,407 03
124 50		4,030 54	6,125,145 95	882,286 25	7,007,432 20
		709 29	547,416 91	220,572 94	767,989 85
394 05	¹⁴ 43,550 40	15,761 85	6,461,152 50	3,995,720 37	10,456,872 87
			280,425 33	835,515 85	1,115,941 18
280 00	¹⁵ 14,963 84	34,711 31	1,303,077 45	800,775 61	2,103,853 06
86,802 68	166,973 78	176,514 29	54,449,153 09	16,054,269 36	70,503,422 45
	114,011 00	D 111,616 54		18,462,908 04	18,462,908 04
				440,541 00	440,541 00
			1,698,804 58		1,698,804 58
			10,121,912 76	275,808 91	10,397,721 67
			653,711 32		653,711 32
		45 73	2,554,563 36	9,414 91	2,563,978 27
			1,993,134 43	661 79	1,993,796 22
			3,072,760 80		3,072,760 80
			2,512,345 90	174 42	2,512,520 32
	114,011 00	D 111,570 81	22,607,233 15	19,189,509 07	41,796,742 22
			3,756,816 32	127,253 48	3,884,069 80
		144 60		13,563 49	13,563 49
	114,011 00	D 111,426 21	26,364,049 47	19,330,326 04	45,694,375 51
\$86,802 68	\$280,984 78	\$65,088 08	\$80,813,202 56	\$35,384,595 40	\$116,197,797 96

⁷ In 1923 Company erroneously closed out " Reserve for Amortization of Capital Prior to Contract No. 4 " by a credit to Fixed Capital. This amount, \$148,371.80 has been restored to Fixed Capital (and Reserves) by the Division of Statistics and Accounts of this Commission.

⁸ These figures are exclusive of the City of New York's investment in rapid transit lines under Contracts Nos. 1, 2, 3 and 4, and in Independent System.

The City's investment in Contracts Nos. 1-4 is as follows:

At June 30

	1934	1933
Contracts Nos. 1 and 2 lines (total cost, all in operation)	\$60,637,291 66	\$60,637,291 66
Contract No. 3 lines (cost in operation)	118,001,059 19	116,768,875 89
Contract No. 4 lines (cost in operation)	205,210,145 96	203,860,438 80
Total	\$383,848,496 81	\$381,266,606 35

⁹⁻¹¹ Includes transfers between accounts and adjustments: ⁹ \$49,656.70; ¹⁰ \$18,234.55; ¹¹ \$6,439.40.

¹²⁻¹³ Includes transfers between accounts and adjustments: ¹² \$45,869.47; ¹³ \$3,385.39;

¹⁴ \$37,414.79; ¹⁵ \$4,752.82.

¹⁶ See note 3, page 310.

TABLE XVII. Fixed capital, 1934: (A) Summary of figures at

OPERATING AND LESSOR STREET RAILWAYS (Lessors Indented)	Gross fixed capital investment, June 30, 1933 ²	CHANGES
		Total installations
BROOKLYN SURFACE		
Brooklyn & Queens Transit.....	³ \$99,638,869 87	\$280,237 17
South Brooklyn.....	3,805,341 26	24,592 24
Bush Terminal.....	330,312 96	
Total.....	\$103,774,524 09	\$304,829 41
QUEENS SURFACE		
New York & Queens Transit.....	\$176,040 63	\$30,603 25
Steinway Railways, Receivers.....	110,202 46	2,917 40
Jamaica Central (to November 25, 1933).....	286,304 27	25,051 55
Manhattan & Queens.....	⁷ 1,310,688 10	
Leased lines ⁹	133,378 00	
Total.....	\$2,016,613 46	\$58,572 20
RICHMOND SURFACE		
Richmond Railways (to January 26, 1934).....	\$5,314,088 47	
Southfield Beach (to September 10, 1933).....	296,675 21	
Total.....	\$5,610,763 68	
Total, street surface lines.....	\$227,534,611 11	\$796,277 15
Grand total.....	¹² \$741,230,371 77	\$1,684,389 86

¹ For details of changes by accounts, see abstracts of annual returns.

² That is, without deduction for amortization or depreciation. For this deduction see Table XIX and Table XVII, B.

³ See note 1, page 334.

⁴ Includes adjustment between "Fixed Capital, December 31, 1908" and Fixed capital installed since 1908 of \$54,796.10.

⁵ Of which \$124,986.97 represents balance at November 25, 1933, date of discontinuance of operation.

⁶ See note 5.

beginning of year, changes during year and figures at close of year — Concluded

IN FIXED CAPITAL DURING YEAR ¹			TOTAL FIXED CAPITAL, JUNE 30, 1934		
WITHDRAWALS		Net increase of all fixed capital	" Fixed Capital, Dec. 31, 1908 "	Fixed capital installed since 1908	Gross fixed capital investment June 30, 1934 ²
" Fixed Capital, Dec. 31, 1908 "	Fixed capital installed since 1908				
\$1,044,339 24	\$361,935 69	D \$1,126,037 76	\$43,600,148 66	³ \$54,912,683 45	³ \$98,512,832 11
⁴ Dr 2,971 00	⁴ 95,305 65	D 67,742 41	2,991,368 30	746,230 55	3,737,598 85
	2,364 43	D 2,364 43	238,275 26	89,673 27	327,948 53
\$1,041,368 24	\$459,605 77	D \$1,196,144 60	\$46,829,792 22	\$55,748,587 27	\$102,578,379 49
	\$2,421 00	\$28,182 25		\$204,222 88	\$204,222 88
		2,917 40		113,119 86	113,119 86
	⁵ 311,355 82	⁶ D 286,304 27			
	⁶ 29 56	D 29 56		⁷ 1,310,658 54	⁷ 1,310,658 54
	2,869 44	D 2,869 44		130,508 56	130,508 56
	\$316,675 82	D \$258,103 62		\$1,758,509 84	\$1,758,509 84
	¹⁰ \$5,314,088 47	¹⁰ D \$5,314,088 47			
¹¹ \$295,587 39	¹¹ 1,087 82	¹¹ 296,675 21			
\$295,587 39	\$5,315,176 29	D \$5,610,763 68			
\$1,423,758 31	\$6,372,442 66	D \$6,999,923 82	\$127,642,994 78	\$92,891,692 51	\$220,534,687 29
\$1,456,973 34	\$6,372,442 66	D \$6,145,026 14	¹² \$319,198,408 19	¹² \$415,886,937 44	¹² \$735,085,345 63

⁷ Includes Construction Suspense, \$1,251,839.31 at June 30, 1933 and \$1,251,809.75 at June 30, 1934, representing property taken over from predecessors; excludes \$500,000 Other Intangible Street Railway Capital reported by the Company improperly charged to Fixed Capital.

⁸ Credit to Construction Suspense; see note 7 above.

⁹ Represents expenditures upon property operated over Queensboro Bridge under limited term franchise acquired from City of New York, October 29, 1912, which will revert to the City upon expiration of the franchise. The date of expiration is May 20, 1934 with a privilege of renewal to May 20, 1959, which renewal is pending.

¹⁰ Of which \$427,251.23 represents balance of Fixed Capital not yet withdrawn.

¹¹ Represents balance of Fixed Capital not yet retired.

¹² See note 8 on preceding double page.

TABLE XVII. Fixed capital, 1934:
§ 1. Rapid Transit

ACCOUNTS	INTERBOROUGH RAPID TRANSIT		
	Contracts Nos. 1 and 2	Contract No. 3, etc.	Total
FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908			
Intangible.....	\$13,119,653 07	\$6,897,850 63	\$20,017,503 70
Organization.....		4,555 52	4,555 52
Patent rights.....		6,893,295 11	20,017,948 18
Other intangible street railway capital ²	13,119,653 07	7,353,902 32	7,553,902 32
Land.....	200,000 00	6,753,879 90	6,753,879 90
Right of way.....		600,022 42	800,022 42
Other street railway land.....		73,711,718 03	75,257,347 25
Roadway and Electric Line.....	1,545,629 22	370,599 02	380,964 64
Grading.....	10,365 62	18,663 86	22,772 43
Ballast.....	4,108 57	340,344 91	353,809 05
Ties.....	13,464 14	394,685 66	416,978 99
Rails, rail fastenings and joints.....	22,293 33	92,878 26	97,147 10
Special work.....	4,268 84	537,500 02	544,858 29
Track laying and surfacing.....	7,358 27		
Paving.....			
Roadway tools.....	12 92	63,870 65	63,883 57
Tunnels.....	27,137 62	36,864,729 51	36,891,867 13
Elevated structures and foundations.....	257,617 94	12,794,239 60	13,051,857 54
Bridges, trestles and culverts.....		277,003 86	277,003 86
Crossings, fences and signs.....		338 33	338 33
Interlocking and other signal apparatus.....	337,944 99	10,163,000 50	10,500,945 49
Telephone and telegraph lines.....	35,221 06	344,970 22	380,191 28
Poles and fixtures.....			
Underground conduits.....		1,537,513 85	1,537,513 85
Transmission system.....	271,805 91	2,765,311 31	3,037,117 22
Distribution system.....	554,030 01	7,146,068 47	7,700,098 48
Structures.....	539,407 29	9,689,663 51	10,229,070 80
Dams, canals and pipe lines.....		5,756 60	5,756 60
Power plant buildings.....	1,565 10	656,011 19	657,576 29
Sub-station buildings.....	1,193 57	1,321,549 60	1,322,743 17
General office buildings and fixtures.....		571 99	571 99
Shops and car houses.....	281,413 29	1,020,786 86	1,302,200 15
Stations, waiting rooms and miscellaneous buildings.....	255,235 33	6,684,987 27	6,940,222 60
Docks and wharves.....			
Equipment.....	12,847,235 46	43,117,316 33	55,964,551 79
Furnaces, boilers and accessories.....	320,707 15	2,810,151 05	3,130,858 20
Steam engines.....	1,024,352 75	1,548,143 98	2,572,496 73
Turbines and water wheels.....		2,139,455 21	2,139,455 21
Power plant electric equipment.....	29,926 75	1,932,932 81	1,962,859 56
Miscellaneous power plant equipment.....	1,368 53	297,332 37	298,700 90
Sub-station equipment.....	537,708 64	4,905,128 55	5,442,837 19
Shop equipment.....	20,501 89	747,691 63	768,193 52
Locomotives.....			
Revenue cars.....	8,057,536 92	19,946,219 23	28,003,756 15
Electric equipment of cars.....	2,797,064 41	8,754,519 36	11,551,583 77
Other rail equipment.....	50,780 97	33,877 62	84,658 59
Miscellaneous equipment.....	7,287 45	1,864 52	9,151 97
Undistributed.....	79,331 48	30,286,372 39	30,365,703 87
Engineering and superintendence.....	23,668 82	4,743,395 56	4,767,064 38
Law expenditures during construction.....	2,310 29	404,725 81	407,036 10
Injuries during construction.....	22,389 63	673,788 86	696,178 49
Taxes during construction.....			
Interest during construction.....		21,017,539 66	21,017,539 66
Miscellaneous construction expenditures.....	30,962 74	3,446,922 50	3,477,885 24
Suspense.....			
Materials and supplies.....			
Capital Retired from Service.....	272,585 28	836,827 16	1,109,412 44
Total.....	\$28,603,841 80	\$171,893,650 37	\$200,497,492 17

See following double page for notes.

(B) Details of figures at close of year
Companies ¹

Manhattan Railway (lessor)	NEW YORK RAPID TRANSIT				Total ¹
	ACCOUNT CONTRACT NO. 4		Other than Contract No. 4	Total	
	Company- owned lines	City-owned lines			
\$1,023,258 67	\$1,577,470 68	\$2,970,523 61	\$4,750 00	\$4,552,744 29	\$25,593,506 66
	762 98	1,191 66	4,750 00	6,704 64	6,704 64
	1,214 70	8,136 62		9,351 32	13,906 84
1,023,258 67	1,575,493 00	2,961,195 33		4,536,688 33	25,572,895 18
25,107 70	2,685,788 62	5,789,066 93	390,818 88	8,865,674 43	16,444,684 45
	962,348 07	4,119,792 25	309,311 14	5,391,451 46	12,145,331 36
25,107 70	1,723,440 55	1,669,274 68	81,507 74	3,474,222 97	4,299,353 09
922,302 45	19,470,656 93	15,949,514 65	845,356 10	36,265,527 13	112,445,076 83
	3,019,783 46	Cr 3,548 06	285,867 73	3,302,103 13	3,683,067 77
	166,786 81	60,078 42	936 00	227,801 23	250,573 66
	347,790 39	36,994 58	3,626 13	388,411 10	742,220 15
	986,486 15	118,900 17	28,575 30	1,133,961 62	1,550,940 61
	381,902 15	72,598 52	21,182 71	475,683 38	572,830 48
	674,512 86	125,850 98	19,523 41	819,887 25	1,364,745 54
			150 00	150 00	150 00
	14,844 18	31,835 93	64 63	46,744 74	110,628 31
	75,755 61	4,414,464 08		4,490,219 69	41,382,086 82
393,220 92	7,719,159 96	4,185 78	381,355 98	8,104,701 72	21,549,780 18
	352,928 22		13,147 38	366,075 60	643,079 46
	583,655 81	13,174 95	22,772 86	619,603 62	619,941 95
	2,532,221 86	4,113,892 38	15,881 49	6,661,995 73	17,162,941 22
	227,904 82	488,289 53	68 86	716,263 21	1,096,454 49
	2,296 49	101 37	2,975 50	5,373 36	5,373 36
	440,909 66	1,068,819 77		1,509,729 43	3,047,243 28
47,206 64	414,520 01	1,045,352 74	1,001 50	1,460,874 25	4,545,198 11
481,774 89	1,529,197 94	4,358,523 51	48,226 62	5,935,948 07	14,117,821 44
665,606 69	7,801,603 48	3,543,004 62	114,970 55	11,459,578 65	22,354,556 14
				5,756 60	5,756 60
	154,185 16	317,182 92	33,231 22	504,599 30	1,827,342 47
	18,409 16	7,331 05		25,740 21	26,312 20
101,270 52	987,914 68	761,155 32	3,297 34	1,752,367 34	3,155,833 01
564,336 17	6,641,094 48	2,457,335 33	78,163 34	9,176,593 15	16,681,151 92
			278 65	278 65	278 65
1,671,944 88	5,023,734 15	30,288,822 80	4,037,655 69	39,350,212 54	96,986,709 21
59,979 94					3,190,838 14
					2,572,496 73
		15,490 70		15,490 70	2,139,455 21
1,830 12					1,978,350 26
169,025 63	664,413 64	1,184,873 37	134,606 17	1,983,893 18	300,531 02
15,098 41	269,185 34	1,353,396 17	16,073 21	1,638,654 72	7,595,756 00
		89,001 79		89,001 79	2,421,946 65
880,751 65	3,076,916 59	21,372,160 10	1,896,560 33	26,345,637 02	89,001 79
521,823 17	1,007,560 36	6,053,766 52	1,984,294 87	9,045,621 75	55,230,144 82
23,435 96	5,658 22	195,560 92	4,489 24	205,708 38	21,119,028 69
		24,573 23	1,631 77	26,205 00	313,802 93
222,111 94	7,845,743 76	9,557,547 21	192 15	17,401,483 11	35,356 97
7,101 20	1,356,964 25	982,097 89		2,339,062 14	47,989,298 92
	179,493 26	246,772 79		426,266 05	7,113,227 72
	7,205 36	113,702 08		120,907 44	833,302 15
	63 88			63 88	817,085 93
	4,742,494 26	6,992,820 95		11,735,315 21	63 88
215,010 74	1,557,522 74	1,222,153 50	192 15	2,779,868 39	32,752,854 87
	60,675 28	11,625 00		72,300 28	6,472,764 37
	60,675 28	11,625 00		72,300 28	72,300 28
					72,300 28
					1,109,412 44
\$4,530,232 33	\$44,463,672 34	\$68,110,104 82	\$5,393,743 27	\$117,967,520 43	\$322,995,244 93

TABLE XVII. Fixed capital, 1934:
§ 1. Rapid Transit

ACCOUNTS	INTERBOROUGH RAPID TRANSIT		
	Contracts Nos. 1 and 2	Contract No. 3, etc.	Total
"FIXED CAPITAL, DECEMBER 31, 1908"			
Engineering and superintendence.....	\$490,899 05		\$490,899 05
Right of way.....	* 9,148,935 52		9,148,935 52
Real estate used in operation of road.....	1,338,791 58		1,338,791 58
Track and roadway construction.....			
Electric line construction.....	4,588,816 62		4,588,816 62
Buildings and fixtures used in operation of road.....	4,458,677 63		4,458,677 63
Power plant equipment.....	5,331,978 17		5,331,978 17
Shop tools and machinery.....	62,977 15		62,977 15
Cars.....	} 4,622,314 23		4,622,314 23
Electric equipment of cars.....			
Miscellaneous equipment.....			
Organization.....	* 1,302,817 11		1,302,817 11
Interest and discount.....	255 61		255 61
Miscellaneous.....	787,791 68		787,791 68
"Cost of Road and Equipment" ³			
Capital Retired from Service.....	174,600 34		174,600 34
Total.....	\$32,308,854 69		\$32,308,854 69
Grand total.....	\$60,912,696 49	\$171,893,650 37	\$232,806,346 86

NOTE.—Changes in Fixed Capital during the year are shown in the abstracts of the individual companies. For accounts omitted from the stub, companies report none.

¹ Exclusive of City of New York's investment in rapid transit lines under Contracts Nos. 1, 2, 3 and 4, and in Eighth Avenue Subway; see note 8, page 321.

² In connection with the expenditures under Contracts Nos. 3 and 4 and the Related Certificates, this item includes debt discount and debt expense.

³ As reported; details by accounts not available.

⁴ Cost of leases.

⁵ Contractors' expense account.

⁶ In 1923 the Company erroneously credited Fixed Capital with \$148,371.80, the amount of the "Reserve for Amortization of Capital prior to Contract No. 4," closing out the reserve; figures here shown for Fixed Capital (and for Accrued Amortization of Capital) have been corrected accordingly by the Division of Statistics and Accounts of this Commission.

(B) Details of figures at close of year — Continued
Companies¹ — Concluded

NEW YORK RAPID TRANSIT					
Manhattan Railway (lessor)	ACCOUNT CONTRACT NO. 4		Other than Contract No. 4	Total	Total ¹
	Company- owned lines	City-owned lines			
(7)			\$14,873 62	\$14,873 62	N. S.
			1,568,818 80	1,568,818 80	N. S.
			83,253 42	83,253 42	N. S.
			5,451,087 76	5,451,087 76	N. S.
			134,926 51	134,926 51	N. S.
			408,949 59	408,949 59	N. S.
			491,919 04	491,919 04	N. S.
			82,203 95	82,203 95	N. S.
			3,894,960 80	3,894,960 80	N. S.
			2,448 59	2,448 59	N. S.
			5,159 14	5,159 14	N. S.
			11,375 00	11,375 00	N. S.
			55,274 18	55,274 18	N. S.
			38,767,300 98	38,767,300 98	N. S.
					N. S.
					N. S.
	\$108,274,007 34			\$50,972,551 38	\$50,972,551 38	$191,555,413 41
\$112,804,239 67	\$44,463,672 34	\$68,110,104 82	*\$56,366,294 65	*\$168,940,071 81	\$514,550,658 34

⁷ Represents investment of Manhattan Railway Company which cannot be classified by above accounts, but is reported by the Company as of June 30, 1934 as follows:

Real Estate and Structures:

Land including sites of main power station and 7 sub-stations.....	\$2,675,330 29
Buildings and structures outside of streets, highways and public places.....	2,748,538 50
Main power station building and bulkhead.....	1,381,864 54
Sub-power station buildings.....	493,554 15
Engines, generators, boilers, etc., in power station..	4,890,483 35

Cars.....	\$12,189,770 83
Subways.....	11,721,713 47
Land damages, including expense of litigation.....	1,039,132 58
Foundations, structures, track superstructures, etc., of Second, Third, Sixth and Ninth Avenue Elevated Lines.....	22,230,687 14
Discount of New York Elevated Railroad Co., Metropolitan Elevated Railway Co., and Manhattan Railway Co. bonds.....	34,991,108 84
Amount of Par Value of Metropolitan Elevated Railway Co. Capital Stock and Bonds issued for road built by contract over expenditures for construction as found by Board of Railroad Commissioners in 1883..	6,974,285 00
Intangible Street Railway Capital:	
Lease of New York Elevated Railroad Co.....	5,113,309 48
Lease of Metropolitan Elevated Railway Co.....	
	\$6,539,000 00
	7,475,000 00
	14,014,000 00
Total.....	\$108,274,007 34

TABLE XVII. Fixed capital, 1934:
§ 2. Third Avenue

ACCOUNTS	Third Avenue	Kingsbridge (lessor)
FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908		
Intangible	\$21,257 33	
Organization	21,157 33	
Street railway franchises	100 00	
Other intangible street railway capital		
Land	633,625 16	
Right of way		
Other street railway land	633,625 16	
Roadway and Electric Line	1,149,604 83	\$13,602 49
Grading	84,718 34	
Ties	1,906 72	56 03
Rails, rail fastenings and joints	78,322 12	101 8 2
Special work	150,308 91	2,573 15
Underground construction	311,184 12	2,890 13
Track laying and surfacing	98,542 61	7,834 69
Paving	93,603 62	
Roadway tools	33,018 07	
Bridges, trestles and culverts		
Crossings, fences and signs	1,525 79	
Poles and fixtures	3,998 42	
Underground conduits	156,590 70	108 89
Transmission system	14,884 22	
Distribution system	121,001 19	37 78
Structures	980,393 10	
Power plant buildings	3,369 00	
Sub-station buildings	39,372 88	
General office buildings and fixtures	151,285 81	
Shops and car houses	690,360 11	
Stations, waiting rooms and miscellaneous buildings	96,005 30	
Equipment	5,646,013 46	
Miscellaneous power plant equipment	297 00	
Sub-station equipment	176,439 75	
Shop equipment	80,713 29	
Revenue cars	3,987,815 97	
Electric equipment of cars	1,166,926 84	
Revenue buses	(1)	
Miscellaneous bus equipment	(1)	
Other rail equipment	102,251 65	
Miscellaneous equipment	131,568 95	
Undistributed	2,220 03	120 00
Engineering and superintendence	2,215 03	120 00
Law expenditures during construction		
Miscellaneous construction expenditures	5 00	
Total	\$8,433,113 90	\$13,722 49
"FIXED CAPITAL, DECEMBER 31, 1908"		
Engineering and superintendence		\$27,868 91
Right of way		4,575 71
Real estate used in operation of road	2 \$8,145,695 40	
Track and roadway construction	13,774,633 15	\$1,504,184 65
Electric line construction	267,101 48	505,452 87
Buildings and fixtures used in operation of road		
Power plant equipment	1,686,997 77	
Shop tools and machinery	8,089 15	
Cars	1,531,486 51	
Electric equipment of cars	769,189 60	
Miscellaneous equipment		
Organization		76,090 72
Interest and discount		54,272 82
Miscellaneous	42,451 13	
Total	\$26,225,644 19	\$2,262,445 68
Grand total	\$34,658,758 09	\$2,276,168 17

NOTE.— Changes in Fixed Capital during the year are shown in the abstracts of the individual companies. For accounts omitted from stub, companies report none.

¹ Carried under Miscellaneous Investments.

² Includes Buildings and Fixtures.

(B) Details of figures at close of year — Continued
Railway System Companies

42d Street Manh. & St. N. Ave.	New York City Interborough	Southern Boulevard	Union	Bronx Traction (lessor)	Westchester Electric	Total
\$2,034 90	\$12,466 92	\$2,844 80	\$53,476 63	\$10,054 80	\$946 40	\$103,680 78
100 00		1,000 00	25,769 00	3,100 00	553 90	21,157 33
2,534 90	12,466 92	1,844 80	27,706 63	6,954 80	392 50	30,622 90
466 96		394 09	173,700 97	1,071 56	57,036 62	51,900 55
		394 09	4,988 37	1,071 56		866,295 36
466 96			168,712 60			6,454 02
217,832 11	814,076 71	216,883 55	2,020,401 63	813,050 84	57,036 62	859,841 34
5,586 43	57,742 29	19,307 37	97,178 59	40,660 65	412,370 45	5,657,842 61
850 22	41,104 60	9,689 54	102,702 50	37,280 68	18,885 98	335,706 15
13,701 21	103,862 54	18,171 21	149,964 07	87,579 08	61,033 15	212,476 36
82,964 73	58,910 40	11,448 00	99,993 56	38,793 63	28,731 12	512,735 20
18,783 11	1,143 75		1,057 00			473,723 44
35,221 52	66,420 77	13,565 60	127,149 99	56,518 15	45,606 56	335,063 11
26,621 47	418,526 10	127,247 37	866,536 13	485,302 36	171,154 31	450,859 89
81 39			70,167 47	224 54	8,998 98	2,188,991 36
	501 12				1,449 04	112,490 45
					25,200 00	1,950 16
	54,398 58	2,981 25	61,064 31	26,659 74	6,789 48	26,725 79
862 39	461 22	403 88	76,498 88			155,891 78
632 61			229,414 04	108 09	2,066 66	234,925 96
32,542 03	11,005 25	14,069 33	138,675 15	39,923 92	11,942 69	247,105 62
112,706 64			751,008 58		271,323 52	369,197 34
						2,115,431 84
			51,905 65			3,369 00
			231 29		60 21	91,338 74
112,706 64			266,562 82		2,532 30	154,049 40
536,103 62	43,618 87		432,308 82		252,328 81	1,321,958 38
			939,973 11		16,402 20	544,716 32
					55,725 43	7,221,434 48
17,207 58			154,131 20			297 00
			4,423 64		23,572 08	371,350 61
328,267 26			487,069 55		820 92	85,957 85
186,863 21	40,600 00		174,294 54		5,000 00	4,803,152 78
					18,115 17	1,573,684 59
3,765 57	3,018 87		52,676 00		* 352 00	18,115 17
			67,378 18		1,358 76	352 00
2,797 72	12,123 75	450 60	57,160 45	11,338 65	6,506 50	163,070 85
833 25	10,874 15	450 50	3,772 76	9,460 82	3,373 19	205,453 63
1,750 00					2,531 96	89,584 29
214 47	1,249 60		53,387 69	1,877 83	607 15	30,258 47
					234 08	2,357 15
\$872,561 95	\$882,286 25	\$220,572 94	\$3,995,720 37	\$835,515 85	\$800,775 61	\$16,054,269 36
\$71,472 87		\$1,140 64	\$229,352 13	\$1,085 83	\$28,760 85	\$359,681 23
2,219,977 85		21,595 62	48,198 23	204 85	68,136 78	2,362,689 04
			34,327 31		2,120 21	8,182,142 92
5,191,183 01	\$6,084,451 09	\$479,302 78	1,290,344 89	44,469 09	667,300 92	29,125,869 58
3,296,081 29		25,402 91	593,613 20	5,540 76	258,683 72	4,951,876 23
60,247 31			340,238 85		88,969 25	489,455 41
			175,944 34		146,582 55	2,009,524 66
		224 96	27,249 77		618 77	36,182 65
			305,674 95			1,837,161 46
			152,602 19			921,791 79
			13,664 24			13,664 24
30,485 18	40,694 86		3,139,206 23			3,286,476 99
256,435 80		18,750 00	70,082 05		31,540 84	431,081 51
117,961 77		1,000 00	40,654 12	229,124 80	10,363 56	441,555 38
\$11,243,845 08	\$6,125,145 95	\$547,416 91	\$6,461,152 50	\$280,425 33	\$1,303,077 45	\$54,449,153 09
\$12,116,407 03	\$7,007,432 20	\$767,989 85	\$10,456,872 87	\$1,115,941 18	\$2,103,853 06	\$70,503,422 45

* Includes \$1,288,778.86, "Cost of Construction of Old Road Replaced."

* "Road Built by Contract."

* Includes \$380,815.96, "Cost of Constructed Road."

* Garage equipment.

TABLE XVII. Fixed capital, 1934:
§ 3. Other Manhattan

ACCOUNTS

FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908	
Intangible.....	
Organization.....	
Street railway franchises.....	
Patent rights.....	
Land.....	
Right of way.....	
Other street railway land.....	
Roadway and Electric Line.....	
Grading.....	
Ties.....	
Rails, rail fastenings and joints.....	
Special work.....	
Underground construction.....	
Track laying and surfacing.....	
Paving.....	
Roadway tools.....	
Telephone and telegraph lines.....	
Underground conduits.....	
Transmission system.....	
Distribution system.....	
Structures.....	
Sub-station buildings.....	
General office buildings and fixtures.....	
Shops and car houses.....	
Equipment.....	
Sub-station equipment.....	
Shop equipment.....	
Revenue cars.....	
Electric equipment of cars.....	
Other rail equipment.....	
Miscellaneous equipment.....	
Undistributed.....	
Engineering and superintendence.....	
Law expenditures during construction.....	
Taxes during construction.....	
Interest during construction.....	
Miscellaneous construction expenditures.....	
Total.....	
Non-operating Property.....	
Total, Fixed Capital Installed Since December 31, 1908.....	
"FIXED CAPITAL, DECEMBER 31, 1908"	
Street railway fixed capital.....	
Grand total.....	

NOTE.—Changes in Fixed Capital during the year are shown in the abstracts of the individual companies. For accounts omitted from the stub, companies report none.

(B) Details of figures at close of year — Continued
Companies

New York Railways	New York Railways subsidiary companies combined	EIGHTH & NINTH AVENUES		Total
		Company	Receiver	
\$1,525,730 46		\$3,164 62		\$1,528,895 08
1,523,014 80		3,164 62		1,526,179 42
1,000 00				1,000 00
1,715 66				1,715 66
1,610,860 61	\$59,144 85			1,670,005 46
264,645 00				264,645 00
1,346,215 61	59,144 85			1,405,360 46
7,881,937 02		38,904 39		7,920,841 41
1,864,860 03				1,864,860 03
5,570 00				5,570 00
416,941 76		9,538 32		426,480 08
302,646 97		18,789 07		321,436 04
2,102,094 91				2,102,094 91
333,133 54				333,133 54
491,833 23				491,833 23
10,422 88		10,577 00		20,999 88
17,228 73				17,228 73
1,141,102 59				1,141,102 59
386,702 14				386,702 14
809,400 24				809,400 24
2,684,396 01	61,724 68	14,593 19	\$530 40	2,761,244 28
37,245 00	61,724 68			98,969 68
29,740 31		13,692 42	530 40	43,963 13
2,617,410 70		900 77		2,618,311 47
2,916,487 98	165,190 50	70,398 73	13,033 09	3,165,110 30
467,898 04	162,819 36			630,717 40
28,873 70		13,401 29	2,487 33	44,762 32
1,321,333 40	1,046 99	21,955 89		1,344,336 28
927,005 56	1,324 15	3,493 05	7,540 40	939,363 16
61,400 00		2,432 20		63,832 20
109,977 28		29,116 30	3,005 36	142,098 94
1,843,495 96		192 55		1,843,688 51
508,675 49		40 00		508,715 49
82,935 79				82,935 79
164,980 41				164,980 41
787,896 97				787,896 97
299,007 30		152 55		299,159 85
\$18,462,908 04	\$286,060 03	\$127,253 48	\$13,563 49	\$18,889,785 04
440,541 00				440,541 00
\$18,903,449 04	\$286,060 03	\$127,253 48	\$13,563 49	\$19,330,326 04
	\$22,607,233 15	¹ \$3,756,816 32		\$26,364,049 47
\$18,903,449 04	\$22,893,293 18	¹ \$3,884,069 80	\$13,563 49	\$45,694,375 51

¹ See note 3, page 310.

TABLE XVII. Fixed capital, 1934:

§ 4. Brooklyn

ACCOUNTS

FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908

Intangible.....	
Street railway franchises.....	
Land.....	
Right of way.....	
Other street railway land.....	
Roadway and Electric Line.....	
Grading.....	
Ballast.....	
Ties.....	
Rails, rail fastenings and joints.....	
Special work.....	
Track laying and surfacing.....	
Paving.....	
Roadway tools.....	
Bridges, trestles and culverts.....	
Crossings, fences and signs.....	
Interlocking and other signal apparatus.....	
Telephone and telegraph lines.....	
Poles and fixtures.....	
Underground conduits.....	
Transmission system.....	
Distribution system.....	
Structures.....	
Power plant buildings.....	
Sub-station buildings.....	
General office buildings and fixtures.....	
Shops and car houses.....	
Stations, waiting rooms and miscellaneous buildings.....	
Docks and wharves.....	
Park and resort properties.....	
Equipment.....	
Furnaces, boilers and accessories.....	
Steam engines.....	
Power plant electric equipment.....	
Miscellaneous power plant equipment.....	
Sub-station equipment.....	
Shop equipment.....	
Locomotives.....	
Revenue cars.....	
Electric equipment of cars.....	
Other rail equipment.....	
Miscellaneous equipment.....	
Undistributed.....	
Law expenditures during construction.....	
Injuries during construction.....	
Taxes during construction.....	
Miscellaneous construction expenditures.....	
Undistributed accounts of Brooklyn City ¹	
Suspense.....	
Furniture suspense.....	
Total.....	

See following double page for notes.

(B) Details of figures at close of year — Continued
Surface Companies

Brooklyn & Queens Transit	South Brooklyn	Bush Terminal	Total
\$121 63			\$121 63
121 63			121 63
887,770 31	\$157,761 97		1,045,532 28
232,031 62	122,837 35		354,868 97
655,738 69	34,924 62		690,663 31
5,872,290 29	180,142 57	\$51,654 39	6,104,087 05
85,060 01	13,575 20	896 45	99,531 66
39,329 86	578 20	457 30	40,365 36
385,752 97	7,672 46	2,620 04	396,045 47
1,074,897 62	22,832 48	39,877 51	1,137,607 61
390,007 71	10,799 84		400,807 55
978,881 21	30,425 01	1,741 79	1,011,048 01
2,037,779 65	27,958 84	1,086 26	2,066,824 75
118,402 24	558 69		118,960 93
2,263 09	1,353 05		3,616 14
3,691 65	20,276 21		23,967 86
65,926 16	3,540 75		69,466 91
4,038 69	835 43		4,874 12
90,471 05	5,211 89	1,496 57	97,179 51
51,091 43	274 27		51,365 70
159,237 62	1,039 69		160,277 31
385,459 33	33,210 36	3,478 47	422,148 16
1,974,418 80	142,695 77		2,117,109 57
20,592 87			20,592 87
6,427 48	1,818 24		8,245 72
64,968 73	1,225 00		66,193 73
1,375,391 33	40,046 68		1,415,438 01
485,419 81	95,270 42		580,690 23
800 00	4,335 43		5,135 43
20,813 58			20,813 58
13,246,025 76	265,024 79	38,018 88	13,549,069 43
44,460 54			44,460 54
1,711 04			1,711 04
15,946 90			15,946 90
1,697 67			1,697 67
16,546 89	9,672 10		26,218 99
354,854 60	14,293 17		369,147 77
	17,908 19	31,246 30	49,154 49
10,200,162 27	138,845 15	351 00	10,339,358 42
2,339,178 31	58,250 81		2,397,429 12
119,179 40	25,610 11	6,421 58	151,211 09
152,288 14	445 26		152,733 40
83,424 49	605 65		84,030 14
32,300 76			32,300 76
21,759 78			21,759 78
6,450 95			6,450 95
22,913 00	605 65		23,518 65
32,832,467 60			32,832,467 60
16,169 57			16,169 57
16,169 57			16,169 57
\$54,912,683 45	\$746,230 55	\$89,673 27	\$55,748,587 27

TABLE XVII. Fixed capital, 1934:
§ 4. Brooklyn Surface

ACCOUNTS

"FIXED CAPITAL, DECEMBER 31, 1908"

Engineering and superintendence.....	
Right of way.....	
Real estate used in operation of road.....	
Track and roadway construction.....	
Electric line construction.....	
Buildings and fixtures used in operation of road.....	
Power plant equipment.....	
Shop tools and machinery.....	
Cars.....	
Electric equipment of cars.....	
Miscellaneous equipment.....	
Organization.....	
Interest and discount.....	
Miscellaneous.....	
"Purchase of Road and Equipment".....	
Total.....	
Grand total.....	

NOTE.— Changes in Fixed Capital during the year are shown in the abstracts of the individual companies. For accounts omitted from the stub, companies report none.

¹ The amount of \$32,832,467.60 reported by the Brooklyn & Queens Transit as Undistributed represents the balance at June 30, 1934 of Brooklyn City Fixed Capital, and is made up as follows:

Balance at March 31, 1924 of Brooklyn City Capital:

"Fixed Capital, December 31, 1908".....	\$19,813,000 00
Fixed Capital Installed since December 31, 1908.....	684,193 72
Less Real Estate suspense items — net.....	278,066 18
Adjustment made by Brooklyn City to bring book value of property to \$30,000,000 at April 1, 1924.....	9,780,872 46

Total Brooklyn City property at April 1, 1924.....	\$30,000,000 00
Additions by Brooklyn City from April 1, 1924 to June 30, 1929 (date of merger).....	\$6,078,720 33
Retirements of property from April 1, 1924 to June 30, 1934.....	3,246,252 73
	2,832,467 60

Total..... \$32,832,467 60

(B) Details of figures at close of year — Continued
Companies — Concluded

Brooklyn & Queens Transit	South Brooklyn	Bush Terminal	Total
\$56,860 75	\$2,224 07		\$59,084 82
334,193 72	289,746 87		623,940 59
53,323 93	257,501 20		310,825 13
5,485,392 19	1,068,356 05	\$207,147 01	6,760,895 25
1,017,875 82	156,506 65		1,174,382 47
1,631,974 15	718,104 12		2,350,078 27
882,341 95	55,248 33		937,590 28
31,391 17	107,206 44	5,017 84	143,615 45
Cr 97,961 03	315,619 22	22,142 88	239,801 07
1,677,524 60			1,677,524 60
102,459 07	188 46		102,647 53
103,041 78	1,590 04	3,967 53	108,599 35
241,751 14	12,308 89		254,060 03
26,753 75	6,767 96		33,521 71
32,053,225 67			32,053,225 67
\$43,600,148 66	\$2,991,368 30	\$238,275 26	\$46,829,792 22
¹ \$98,512,832 11	\$3,737,598 85	\$327,948 53	\$102,578,379 49

² Includes \$4,989,190.04 Trust Equipment — 335 Cars.³ Locomotives.

TABLE XVII. Fixed capital, 1934:
§ 5. Queens

ACCOUNTS

FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908	
Intangible.....	
Organization.....	
Street railway franchises.....	
Other intangible street railway capital.....	
Land.....	
Right of way.....	
Other street railway land.....	
Roadway and Electric Line.....	
Grading.....	
Ballast.....	
Ties.....	
Rails, rail fastenings and joints.....	
Special work.....	
Track laying and surfacing.....	
Paving.....	
Roadway tools.....	
Bridges, trestles and culverts.....	
Crossings, fences and signs.....	
Interlocking and other signal apparatus.....	
Telephone and telegraph lines.....	
Poles and fixtures.....	
Transmission system.....	
Distribution system.....	
Structures.....	
General office buildings and fixtures.....	
Shops and car houses.....	
Stations, waiting rooms and miscellaneous buildings.....	
Equipment.....	
Sub-station equipment.....	
Shop equipment.....	
Revenue cars.....	
Electric equipment of cars.....	
Other rail equipment.....	
Miscellaneous equipment.....	
Undistributed.....	
Engineering and superintendence.....	
Law expenditures during construction.....	
Injuries during construction.....	
Interest during construction.....	
Miscellaneous construction expenditures.....	
Construction Suspense ³	
Total.....	

NOTE.—Changes in Fixed Capital during the year are shown in the abstracts of the individual companies. For accounts omitted from the stub, companies report none.

¹ Consists only of Fixed Capital installed since May 10, 1922. Fixed Capital transferred to the Receivers of the Steinway Railways by the former New York & Queens County Ry. Co. at May 10, 1922, does not appear on the balance sheet of the Steinway Railways.

² Represents expenditures upon property operated over Queensboro Bridge under limited term franchise acquired from the City of New York which will revert to the City upon the expiration of the franchise.

(B) Details of figures at close of year — Continued
Surface companies

New York & Queens Transit	Steinway Railways, Receivers ¹	MANHATTAN & QUEENS		Total
		Owmed lines	Leased lines ²	
\$15,000 00		\$4,681 05		\$19,581 05
15,000 00		1,732 00		16,732 00
		1,150 00		1,150 00
		* 1,699 05		1,699 05
25,155 75	\$2,901 50	837 98		28,885 23
25,155 75		586 75		25,742 50
	2,901 50	241 23		3,142 73
97,352 83	25,643 03	93 90	\$111,269 61	234,359 37
	5,874 10		6,485 92	12,360 02
			296 26	296 26
8,477 53	12,134 65		7,411 70	28,023 88
22,990 61	481 50		12,929 33	36,401 44
	374 01		11,255 20	11,629 21
14,513 38	6,778 77		9,813 18	31,105 33
			48,212 41	48,212 41
50 28		93 90		144 18
			980 22	980 22
			39 41	39 41
			166 43	166 43
			151 53	151 53
9,167 91			5,556 32	14,724 23
28,150 55				28,150 55
14,002 57			7,971 70	21,974 27
210 60		4,007 75	207 33	4,225 68
210 60		2,428 14		2,638 74
		552 01		552 01
		1,027 60	207 33	1,234 93
66,503 70	84,569 14	48,290 44		199,363 28
12,105 00				12,105 00
1,609 89		1,872 51		3,482 40
33,804 81	57,814 96	26,424 19		118,043 96
14,055 34	21,962 13	7,150 66		43,168 13
4,603 72		5,503 92		10,107 64
324 94	4,792 05	7,339 16		12,456 15
	6 19	1,047 67	19,031 68	20,085 48
	6 19	225 97	8,133 66	8,365 82
		10 00		10 00
			237 67	237 67
			6,245 27	6,245 27
		811 70	4,415 02	5,226 72
		* 1,251,809 75		1,251,809 75
\$204,222 88	\$113,119 86	* \$1,310,658 54	\$130,508 56	\$1,758,509 84

¹ Represents property taken over from predecessors; reported among suspense accounts by respondent.² Exclusive of \$500,000 charged to Other intangible street railway capital in violation of the prescribed Uniform System of Accounts.

TABLE XVII. Fixed capital, 1934:
§ 6. Summary by

ACCOUNTS		Rapid Transit Companies, Div. B, § 1
FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908		
Intangible	\$25,593,506 66	
Organization	6,704 64	
Street railway franchises		
Patent rights	13,906 84	
Other intangible street railway capital	25,572,895 18	
Land	16,444,684 45	
Right of way	12,145,331 36	
Other street railway land	4,299,353 09	
Roadway and Electric Line	112,445,076 83	
Grading	3,683,067 77	
Ballast	250,573 66	
Ties	742,220 15	
Rails, rail fastenings and joints	1,550,940 61	
Special work	572,830 48	
Underground construction		
Track laying and surfacing	1,364,745 54	
Paving	150 00	
Roadway tools	110,628 31	
Tunnels	41,382,086 82	
Elevated structures and foundations	21,549,780 18	
Bridges, trestles and culverts	643,079 46	
Crossings, fences and signs	619,941 95	
Interlocking and other signal apparatus	17,162,941 22	
Telephone and telegraph lines	1,096,454 49	
Poles and fixtures	5,373 36	
Underground conduits	3,047,243 28	
Transmission system	4,545,198 11	
Distribution system	14,117,821 44	
Structures	22,354,256 14	
Dams, canals and pipe lines	5,756 60	
Power plant buildings	657,576 29	
Sub-station buildings	1,827,342 47	
General office buildings and fixtures	26,312 20	
Shops and car houses	3,155,838 01	
Stations, waiting rooms and miscellaneous buildings	16,681,151 92	
Docks and wharves	278 65	
Park and resort properties		
Equipment	96,988,709 21	
Furnaces, boilers and accessories	3,190,838 14	
Steam engines	2,572,496 73	
Turbines and water wheels	2,139,455 21	
Power plant electric equipment	1,978,350 26	
Miscellaneous power plant equipment	300,531 02	
Sub-station equipment	7,595,756 00	
Shop equipment	2,421,946 65	
Locomotives	89,001 79	
Revenue cars	55,230,144 82	
Electric equipment of cars	21,119,028 69	
Revenue buses		
Bus and garage equipment		
Other rail equipment	313,802 93	
Miscellaneous	35,356 97	

¹ Represents total for Third Avenue Railway System Companies in City.

(B) Details of figures at close of year — Continued
systems or groups

STREET SURFACE COMPANIES					Grand total
Third Avenue Railway System ¹ Div. B, § 2	Other Manhattan Div. B, § 3	Brooklyn Div. B, § 4	Queens Div. B, § 5	Total	
\$103,680 78	\$1,528,895 08	\$121 63	\$19,581 05	\$1,652,278 54	\$27,245,785 20
21,157 33	1,526,179 42		16,732 00	1,564,068 75	1,570,773 39
30,622 90	1,000 00	121 63	1,150 00	32,894 53	32,894 53
	1,715 66			1,715 66	15,622 50
51,900 55			1,699 05	53,599 60	25,626,494 78
886,295 36	1,670,005 46	1,045,532 28	28,835 23	3,610,718 33	20,055,402 78
6,454 02	264,645 00	354,868 97	25,742 50	651,710 49	12,797,041 85
859,841 34	1,405,360 46	690,663 31	3,142 73	2,959,007 84	7,258,360 93
5,657,842 61	7,980,841 41	6,104,087 05	234,359 37	19,917,130 44	132,362,207 27
335,706 15	1,864,860 03	99,531 66	12,360 02	2,312,457 86	5,995,525 63
		40,365 36	296 26	40,661 62	291,235 28
212,476 36	5,570 00	396,045 47	28,023 89	642,115 71	1,384,335 86
512,735 20	426,480 08	1,137,607 61	36,401 44	2,113,224 33	3,664,164 94
473,723 44	321,436 04	400,807 55	11,629 21	1,207,596 24	1,780,426 72
335,063 11	2,102,094 91			2,437,158 02	2,437,158 02
450,859 89	333,133 54	1,011,048 01	31,105 33	1,826,146 77	3,190,892 31
2,188,991 36	491,833 23	2,066,824 75	48,212 41	4,795,861 75	4,796,011 75
112,490 45	20,999 88	118,960 93	144 18	252,595 44	363,223 75
					41,382,096 82
1,950 16		3,616 14	980 22	6,546 52	21,549,780 18
26,725 79		23,967 86	39 41	50,733 06	649,625 98
		69,466 91	166 43	69,633 34	670,675 01
	17,228 73	4,874 12	151 53	22,254 38	17,232,574 56
155,891 78		97,179 51	14,724 23	267,795 52	1,118,708 87
234,925 96	1,141,102 59	51,365 70		1,427,394 25	273,168 88
247,105 62	386,702 14	160,277 31	28,150 55	822,235 62	4,474,637 53
369,197 34	809,400 24	422,148 16	21,974 27	1,622,720 01	5,367,433 73
2,115,431 84	2,761,244 28	2,117,109 57	4,425 68	6,998,211 37	15,740,541 45
					29,352,467 51
3,369 00		20,592 87		23,961 87	5,756 60
91,338 74	98,969 68	8,245 72		198,554 14	681,538 16
154,049 40	43,963 13	66,193 73	2,638 74	266,845 00	2,025,896 61
1,321,958 38	2,618,311 47	1,415,438 01	552 01	5,356,259 87	293,157 20
544,716 32		580,690 23	1,234 93	1,126,641 48	8,512,097 88
		5,135 43		5,135 43	17,807,793 40
		20,813 58		20,813 58	5,414 08
7,221,434 48	3,165,110 30	13,549,069 43	199,363 28	24,134,977 49	20,813 58
		44,460 54		44,460 54	121,121,686 70
		1,711 04		1,711 04	3,235,298 68
					2,574,207 77
					2,139,455 21
		15,946 90		15,946 90	1,994,297 16
297 00		1,697 67		1,994 67	302,525 69
371,350 61	630,717 40	26,218 99	12,105 00	1,040,392 00	8,636,148 00
85,957 85	44,762 32	369,147 77	3,482 40	503,350 34	2,925,296 99
		49,154 49		49,154 49	138,156 28
4,803,152 78	1,344,336 28	10,339,358 42	118,043 96	16,604,891 44	71,835,036 26
1,573,684 59	939,363 16	2,397,429 12	43,168 13	4,953,645 00	26,072,673 69
18,115 17				18,115 17	18,115 17
352 00				352 00	352 00
163,070 85	63,832 20	151,211 09	10,107 64	388,221 78	702,024 71
205,453 63	142,098 94	152,733 40	12,456 15	512,742 12	548,099 09

TABLE XVII. Fixed capital, 1934:
§ 6. Summary by

ACCOUNTS	Rapid Transit Companies, Div. B, § 1
FIXED CAPITAL INSTALLED SINCE DECEMBER 31, 1908 — Concluded	
Undistributed.....	\$47,989,298 92
Engineering and superintendence.....	7,113,227 72
Law expenditures during construction.....	833,302 15
Injuries during construction.....	817,085 93
Taxes during construction.....	63 88
Interest during construction.....	32,752,854 87
Miscellaneous construction expenditures.....	6,472,784 37
Undistributed accounts of Brooklyn City ²	
Construction Suspense.....	
Suspense.....	72,300 28
Materials and Supplies.....	72,300 28
Furniture suspense.....	
Capital Retired from Service.....	1,109,412 44
Total, street railway.....	\$322,995,244 93
Non-operating Property.....	
Total, Fixed Capital Installed Since Dec. 31, 1908.....	\$322,995,244 93
"FIXED CAPITAL, DECEMBER 31, 1908"	
Engineering and superintendence.....	(*)
Right of way.....	
Real estate used in operation of road.....	
Track and roadway construction.....	
Electric line construction.....	
Buildings and fixtures used in operation of road.....	
Power plant equipment.....	
Shop tools and machinery.....	
Cars.....	
Electric equipment of cars.....	
Miscellaneous equipment.....	
Organization.....	
Interest and discount.....	
Miscellaneous.....	
"Purchase of Road and Equipment".....	
Capital Retired from Service.....	
Total.....	\$191,555,413 41
Grand total.....	\$514,550,658 34

¹ Represents total for Third Avenue Railway System Companies in City.² See note 1, page 334.

(B) Details of figures at close of year — Concluded
systems or groups — Concluded

STREET SURFACE COMPANIES					Grand total
Third Avenue Railway System ¹ Div. B, § 2	Other Manhattan Div. B, § 3	Brooklyn Div. B, § 4	Queens Div. B, § 5	Total	
\$89,584 29	\$1,843,688 51	\$84,030 14	\$20,085 48	\$2,037,388 42	\$50,026,687 34
30,258 47	508,715 49		8,365 82	547,339 78	7,660,567 50
2,357 15		32,300 76	10 00	34,667 91	887,970 06
	82,935 79	21,759 78	237 67	104,933 24	922,019 17
	164,980 41	6,450 95		171,431 36	171,495 24
	787,896 97		6,245 27	794,142 24	33,546,997 11
56,968 67	299,159 85	23,518 65	5,226 72	384,873 89	6,857,638 26
		32,832,467 60		32,832,467 60	32,832,467 60
			1,251,809 75	1,251,809 75	1,251,809 75
		16,169 57		16,169 57	88,469 85
		16,169 57		16,169 57	72,300 28
					16,169 57
					1,109,412 44
\$16,054,269 36	\$18,889,785 04	\$55,748,587 27	\$1,758,509 84	\$92,451,151 51	\$415,446,396 44
	440,541 00			440,541 00	440,541 00
\$16,054,269 36	\$19,330,326 04	\$55,748,587 27	\$1,758,509 84	\$92,891,692 51	\$415,886,937 44
\$359,681 23		\$59,084 82			
2,362,689 04		623,940 59			
8,182,142 92		310,825 13			
29,125,869 58		6,760,895 25			
4,951,876 23		1,174,382 47			
489,455 41		2,350,078 27			
2,009,524 66		937,590 28			
36,182 65		143,615 45			
1,837,161 46	(³)	239,801 07		(³)	(³)
921,791 79		1,677,524 60			
13,664 24		102,647 53			
3,286,476 99		108,599 35			
431,081 51		254,060 03			
441,555 38		33,521 71			
		32,053,225 67			
\$54,449,153 09	\$26,364,049 47	\$46,829,792 22		\$127,642,994 78	\$319,198,408 19
\$70,503,422 45	\$45,694,375 51	\$102,578,379 49	\$1,758,509 84	\$220,534,687 29	\$735,085,345 63

¹ Not distributed by accounts by certain companies in groups. See § 1 and § 3, respectively, for details available.² See note 8, page 321.

TABLE XVIII. MISCELLANEOUS INVESTMENTS HELD AT JUNE 30, 1934

INVESTING COMPANY AND SECURITY	Description of Security	Interest rate %	Class ¹	Par value	Book value ²
RAPID TRANSIT					
Interborough Rapid Transit, Company and Receiver:					
Rapid Transit Subway Construction Co.	Stock	—	A-6	\$6,000,000 00	\$12,000,000 00
New York & Queens Co. Ry. Co. ⁴	Consolidated mtge. bonds, 1946	4	C-4	786,000 00	789,635 74
Manhattan Ry. Co. ⁵	Consolidated mtge. bonds, 1990	4	B-11	24,000 00	14,834 75
Manhattan Ry. Co. ⁶	Second mortgage bonds, 2013	4	B-11	3,000 00	461 25
Municipal and Federal Securities:					
Town of Mamaroneck ⁸	Bonds, 1950	3.9	D-10	14,000 00	14,000 00
City of New York ⁹	Bonds, 1942-1980	3½-4½	D-10	53,000 00	49,225 00
City of New York ⁷	Corporate Stock, 1956-1963	4	D-10	250,000 00	252,812 50
United States Government ⁹	Liberty Loan Bonds, 1932-1947	3½	D-10	12,000 00	12,000 00
Other Investments:					
Norman B. Woolworth ⁹	Bond and mortgage, 1933	6	D-11	200,000 00	200,000 00
Real estate ¹⁰		—	(10)	244,216 85	244,216 85
Total ¹¹		—	—	7,586,216 85	13,577,186 09

NOTE.—Interest on investments of sinking funds, construction funds or other special funds are generally credited to accounts other than revenue accounts. The bulk of the interest on investments shown on this table, however, is credited to interest revenues and is included in the item Other Income shown in Table XV. Dividends received are also included in Other Income, Table XV.

¹ See Note Regarding Investments, page 369.

² Identical with money cost, except as noted.

³ Cost reported as cash, \$2,400,000, and stock, \$9,600,000.

⁴ Consists of \$12,000 deposited with City of New York and \$774,000 deposited with Farmers' Loan & Trust Co., Bondholders' Protective Committee.

⁵ Represents Investment of Fund for Amortization of Debt Discount and Expense, Manhattan Railway Second Mortgage Bonds.

⁶ Investment of Sub-station Insurance Reserve.

⁷ Deposited with City of New York under Contract No. 3.

⁸ Deposited with City of New York on account of 59th Street Power Station Tunnel.

⁹ Investment of Elevated Extensions Construction Fund.

¹⁰ Includes \$197,866.85, appraised value of real estate allocated to the I. R. T. upon liquidation of the New York & Long Island Traction Co., held in trust by Rapid Transit Subway Construction Co.

¹¹ In addition the Company and Receiver report the following:

Investment of Depreciation Funds under Contract No. 3:

	Par value	Book value
Railroad and Equipment:		
Governmental Securities	\$1,930,000	\$1,921,560 27
Railroad, Utilities and Industrial Securities	702,000	683,072 95
Real Estate (in default)	50,000	50,000 00
Existing Railroads:		
Governmental Securities	50,000	48,542 85
Railroad and Utilities Securities	65,000	62,862 50
Existing Equipment:		
Governmental Securities	1,971,000	1,954,768 87
Railroad, Utilities and Industrial Securities	721,000	698,909 18
Real Estate (in default)	25,000	25,000 00

Total¹² \$5,514,000 \$5,444,716 62

Investment of Depreciation Fund under Elevated Extensions Certificate:

Governmental Securities	\$206,000	\$199,508 35
Railroad and Utilities Securities	34,000	33,075 00

Total¹³ \$240,000 \$232,583 35

Deposit on account of Sinking Fund on First & Ref. Mtge. Bonds:

I. R. T. First & Ref. Mtge. 5% Bonds	\$51,486,000	\$36,769,384 57
--------------------------------------	--------------	-----------------

Securities deposited with State Industrial Commission (carried on Balance Sheet under Assets of Contract No. 3 and Elevated Extensions Enterprise)

\$1,908,000 \$1,908,000 00

Investment of Voluntary Relief Fund:

I. R. T. First & Ref. Mtge. 5% Bonds	\$10,000	\$9,801 25
Manhattan Ry. Cons. Mtge. 4% Bonds	45,000	43,456 25
City of New York Corporate Stock 4½%	42,000	39,095 00

Total¹⁴ \$97,000 \$92,352 50

¹² In addition, Cash balances in Funds amounted to \$231,998.81; Cash in Suspense \$2,996; and accrued interest to date of purchase, \$5,620.85.

¹³ In addition, Cash balance in Fund amounted to \$17,113.24, and accrued interest to date of purchase, \$303.41.

¹⁴ In addition, Cash balance in Fund amounted to \$36,633.51.

TABLE XVIII. Miscellaneous investments held at June 30, 1934 -- Continued

INVESTING COMPANY AND SECURITY	Description of Security	In- terest rate %	Class ¹	Par value	Book value ²
RAPID TRANSIT — Concluded					
Manhattan Railway:					
United States Government....	Liberty Loan bonds, 1938.....	4½	A-10	\$25,000 00	\$25,000 00
New York Rapid Transit:					
City of New York ³	Corporate Stock, 1963.....	4½	D-10	250,000 00	262,500 00
City of New York ⁴	Spec. Corp. Stock & Notes, 1935, 1936, 1937.....	6	D-10	41,000 00	39,308 75
Real Estate — Rubel Corp. ⁵	Bond and mortgage, 1933.....	6	D-11	10,000 00	10,000 00
Total ⁶		—	—	301,000 00	311,808 75
Total, rapid transit.....		—	—	\$7,912,216 85	\$13,913,994 84

NOTE.— See general note on preceding page.

¹ See Note Regarding Investments, page 369.² Identical with money cost, except as noted.³ Deposited with City of New York under Contract No. 4.⁴ Investment of Special Accident Reserve.⁵ Deposited with Chase National Bank, Trustee under New York Rapid Transit Refunding Mortgage.⁶ In addition the Company reports the following:

Investment of Depreciation Funds under Contract No. 4:

Fund "A":

	Par value	Book value
New York Rapid Transit First & Ref. Mtge. S. F. 6's.....	\$630,000	\$600,300 00
Underlying Bonds.....	332,000	293,110 75
Governmental Securities.....	672,500	669,772 00
Railroad, Utilities and Industrial Bonds.....	2,606,000	2,509,348 41
Real Estate Bonds and Mortgages.....	113,250	113,250 00

Total, Fund "A"..... \$4,353,750 \$4,185,781 16

Fund "AX":

New York Rapid Transit First & Ref. Mtge. S. F. 6's.....	\$30,000	\$28,200 00
--	----------	-------------

Fund "B":

Underlying Bonds.....	\$35,000	\$31,437 75
Governmental Securities.....	9,500	9,286 07
Railroad, Utilities and Industrial Bonds.....	60,000	56,912 25

Total, Fund "B"..... \$104,500 \$97,636 07

Fund "C":

New York Rapid Transit First & Ref. Mtge. S. F. 6's.....	\$585,000	\$557,740 00
Underlying Bonds.....	255,000	235,258 50
Governmental Securities.....	608,000	613,913 75
Railroad, Utilities and Industrial Bonds.....	2,955,000	2,834,703 57
Railroad, Utilities and Industrial Preferred Stocks.....	4,500 shares	389,736 50
Real Estate Bonds and Mortgages.....	\$90,300	90,300 00

Total, Fund "C"..... \$4,721,652 32

Total Investment of Depreciation Funds under Contract No. 4⁷.....

\$9,033,269 55

Securities deposited with State Industrial Commission (Carried on

Balance Sheet under Assets of Contract No. 4 Enterprise):

Municipal and Federal Securities.....	\$727,000	\$698,177 30
---------------------------------------	-----------	--------------

⁷ In addition, Cash balances in Funds amounted to \$78,342.54, accrued interest, \$9,754.17, and miscellaneous, Cr \$214.78.

TABLE XVIII. Miscellaneous investments held at June 30, 1934 — Continued

INVESTING COMPANY AND SECURITY	Description of Security	Inter- est rate %	Class ¹	Par value	Book value ²
MANHATTAN AND BRONX SURFACE					
Third Avenue:					
Stocks of Associated Companies:³					
42d St., Manh. & St. N. Ave. Ry. Co.	Stock	—	C-6	\$2,482,600 00	\$1,972,363 04
New York City Interborough Ry. Co.	Stock	—	C-6	4,855,500 00	52,899 51
Southern Boulevard R. R. Co.	Stock	—	C-6	249,700 00	73,744 35
Union Ry. Co. of New York Westchester Electric R. R. Co.	Stock	—	C-6	2,000,000 00	4,884,554 07
Kingsbridge Ry. Co.	Stock	—	C-6	500,000 00	147,227 15
Yonkers R. R. Co.	Stock	—	C-6	8,600 00	8,600 00
New York, Westchester & Conn. Traction Co.	Stock	—	C-6	992,500 00	292,291 25
Stocks of Miscellaneous Con- trolled Corporations:					
Warontas Press, Inc.	Stock	—	A-3	500 00	500 00
Dyckman Street Transpor- tation Corp.	Stock	—	A-3	500 00	500 00
Bonds of Associated Companies:³					
42d St., Manh. & St. N. Ave. Ry. Co.	Second mtge. income bonds, 1915	6	C-4	1,487,000 00	1,534,146 33
New York City Interborough Ry. Co.	1st mtge. S. F. gold bonds, 1928	4	C-4	1,032,000 00	649,228 16
New York, Westchester & Conn. Traction Co.	General mortgage bonds, 1950	4	C-4	50,000 00	200 00
Advances to Associated Com- panies:					
42d St., Manh. & St. N. Ave. Ry. Co.	Demand notes	4, 5	C-7	6,415,152 98	6,415,152 98
New York City Interborough Ry. Co.	Demand note	5	C-7	7,358 29	7,358 29
Southern Boulevard R. R. Co	Demand notes	4, 5	C-7	136,364 70	136,364 70
Union Railway Co.	Demand note	4	C-7	4,715,064 39	4,715,064 39
Bronx Traction Co. ⁴	Demand note	5	C-7	131,067 61	131,067 61
Westchester Electric R. R. Co.	Demand notes	4, 5	C-7	1,460,758 18	1,460,758 18
Yonkers Railroad Co.	Demand notes	4, 5	C-7	1,408,550 48	1,408,550 48
New York, Westchester & Conn. Traction Co.	Demand note	5	C-7	24,047 54	24,047 54
Kingsbridge Ry. Co.	Demand note	4	C-7	2,248,792 70	2,248,792 70
Securities of Independent Cor- porations:					
Brooklyn-Manhattan Tran- sit Corp.	Stock	—	A-3	2,900 00	2,128 63
Brooklyn-Manhattan Tran- sit Corp.	R. T. Sec. S.F. Series A. Gold Bonds, 1968	6	A-1	5,000 00	4,950 00
Interborough Rapid Transit Co.	First and Ref. Mtge. Bonds, 1966	5	A-1	7,000 00	5,425 03
Street Railway Adv. Co.	Collateral debentures, 1938	4	A-1	73,100 00	73,100 00

NOTE.— See general note on first page of table.

¹ See Note Regarding Investments, page 369.² Identical with money cost, except as noted.³ Pledged with Central Hanover Bank & Trust Company as Trustee under First Refunding Mortgage of the Third Avenue Railway.⁴ Interest on this note is paid by the lessor, Union Ry.

TABLE XVIII. Miscellaneous investments held at June 30, 1934 — Continued

INVESTING COMPANY AND SECURITY	Description of Security	Inter- est rate %	Class ¹	Par value	Book value ²
MANHATTAN AND BRONX SURFACE					
— Continued					
Third Avenue — Concluded:					
Municipal and Federal Securities:					
City of New York.....	Corporate Stock, 1960, 1964.....	4½	A-10	\$15,000 00	\$15,012 50
City of New York ³	Corporate Stock, 1956, 1964.....	4, 4½	D-10	3,000 00	3,000 00
City of New York ⁴	Corporate Stock, 1964.....	4½	D-10	27,500 00	27,500 00
U. S. Government.....	Treasury Notes, 1935.....	2½	A-10	500,000 00	503,281 25
U. S. Government.....	Certificates of Indebtedness, 1934 ⁵	1½	A-10	500,000 00	501,093 75
U. S. Government ⁴	Liberty Loan Bonds, 1942.....	4½	D-10	51,000 00	51,000 00
U. S. Government ⁴	Treasury Bonds, 1943-55.....	3-4½	D-10	110,500 00	110,487 66
Fund for Depreciation and Con- tingencies ⁶ :					
Third Avenue Ry. Co.....	First ref. mtge. gold bonds, 1960	4	—	2,520,500 00	2,022,498 11
Third Avenue Ry. Co.....	Adj. mtge. income bonds, 1960.	5	—	320,000 00	254,388 97
U. S. Government.....	Liberty Loan and Treasury Bonds.....	3½-4½	B-10	54,800 00	54,800 00
Reacquired Securities:					
Third Avenue Ry. Co. ⁶	First mtge., 1937.....	5	—	653,000 00	590,177 50
Miscellaneous Physical Property:					
54 Revenue Buses and Equipment.....	.....	—	A-11	548,814 55	548,814 55
Total.....	.....	—	—	35,798,171 42	30,931,769 90
42d St., Manh. & St. N. Ave.:					
Williams Storage Warehouse Co.	Stock.....	—	A-6	500 00	500 00
City of New York ³	Corporate Stock, 1956.....	4	D-10	500 00	500 00
City of New York ⁴	Corporate Stock, 1964.....	4½	D-10	5,500 00	5,500 00
U. S. Government.....	Treasury Bonds, 1943/47.....	3½	A-10	4,000 00	4,000 00
U. S. Government ⁴	Treasury Bonds, 1943/47.....	3½-4½	D-10	14,000 00	14,061 87
U. S. Government ⁴	Liberty Loan Bonds, 1938.....	4½	D-10	38,000 00	38,000 00
Total.....	.....	—	—	62,500 00	62,561 87
New York City Interborough:					
Surface Trans. Trading Co.....	Stock.....	—	A-6	200 00	200 00
Surface Transportation Corp.....	Stock.....	—	A-6	33,000 00	33,000 00
City of New York.....	Repaving gold bonds, 1940.....	3½	A-10	5,000 00	5,000 00
City of New York ³	Corporate Stock, 1960.....	4½	D-10	50,000 00	50,000 00
City of New York ⁴	Corporate Stock, 1960, 1964.....	4½	D-10	25,000 00	25,000 00
U. S. Government ⁴	Liberty Loan Bonds, 1938, 1942.....	4½	D-10	19,000 00	19,000 00
U. S. Government ⁴	Treasury Bonds, 1943-1955.....	3-4½	D-10	39,500 00	39,407 03
Total.....	.....	—	—	171,700 00	171,607 03
Southern Boulevard:					
Surface Trans. Trading Co.....	Stock.....	—	A-6	100 00	100 00
Surface Transportation Corp.....	Stock.....	—	A-6	13,500 00	13,500 00
Third Avenue Ry. Co. ⁶	First ref. mtge. gold bonds, 1960	4	B-4	8,500 00	4,185 79
City of New York ³	Corporate Stock, 1960.....	4	D-10	3,000 00	3,000 00
City of New York ⁴	Corporate Stock, 1962, 1964.....	4½	D-10	10,000 00	10,222 48
U. S. Government ⁴	Treasury Bonds, 1951/55.....	3	D-10	7,000 00	6,949 69
Total.....	.....	—	—	42,100 00	37,967 96

NOTE.—See general note on first page of table.

¹ See Note Regarding Investments, page 369.

² Identical with money cost, except as noted.

³ Deposited with City of New York under franchise agreement.

⁴ Deposited with State Industrial Commission.

⁵ Reported under Special Deposits but included with Miscellaneous Investments by Division of Statistics and Accounts of this Commission.

⁶ These bonds were not acquired as an Investment but apparently in connection with Company's obligation to retire the bonds in 1937. The proper accounting would be to reduce the bonds outstanding by the amount of these bonds.

⁷ In addition, Company reports under Special Deposits, First Refunding Mortgage 4% Bonds, par value \$494,000, cost \$250,406.16, held in Fund for Amortization of Debt Discount and Expense.

⁸ Investment of Fund for Amortization of Property and Franchises.

TABLE XVIII. Miscellaneous investments held at June 30, 1934 — Continued

INVESTING COMPANY AND SECURITY	Description of Security	Inter- est rate %	Class ¹	Par value	Book value ²
MANHATTAN AND BRONX SURFACE — Continued					
Union:					
Stocks of Associated Companies:					
Bronx Traction Co.	Stock	—	A-6	\$58,100 00	\$75,728 75
Westchester Motor Transfer Co., Inc.	Stock	—	A-6	1,500 00	\$ 14,199 66
Surface Transportation Corp.	Stock	—	A-6	103,500 00	103,500 00
Westchester Street Trans- portation Co., Inc.	Stock	—	A-6	70,000 00	70,000 00
Surface Trans. Trading Co.	Stock	—	A-6	200 00	200 00
Bonds of Associated Companies:					
Third Avenue Ry. Co. ⁴ ..	First ref. mtge. gold bonds, 1960.	4	B-4	196,500 00	99,358 62
Yonkers Railroad Co.	First Mortgage bonds, 1946.	5	A-4	8,000 00	301 00
Advances to Associated Com- panies:					
Bronx Traction Co.	Construction advances	—	A-7	809,308 49	809,308 49
Bronx Traction Co.	Demand note	4	A-7	181,638 17	181,638 17
Southern Boulevard R. R. Co.	Demand note	4	A-7	50,108 01	50,108 01
Westchester Electric R. R. Co.	Demand note	4	A-7	491,402 99	491,402 99
Yonkers Railroad Co.	Demand note	4	A-7	74,339 85	74,339 85
Municipal and Federal Securities:					
City of New York ⁵	Corporate Stock, 1960, 1964.	4½	D-10	26,000 00	26,000 00
City of New York ⁶	Corporate Stock, 1956-1960.	4, 4½	D-10	23,000 00	23,000 00
U. S. Government ⁶	Liberty Loan Bonds, 1942.	4½	D-10	1,150 00	1,150 00
U. S. Government ⁶	Liberty Loan Bonds, 1942.	4½	D-10	80,000 00	80,000 00
U. S. Government ⁶	Treasury Bonds, 1947.	3½	D-10	45,000 00	45,309 37
Total		—	—	2,219,747 51	2,146,644 91
Westchester Electric:					
Stocks of Associated Companies:					
Eastchester Transportation Corp.	Stock	—	A-6	500 00	500 00
South Westchester Bus Co.	Stock	—	A-6	5,000 00	5,000 00
Mt. Vernon Trust Co.	Stock	—	A-3	1,760 00	2,200 00
Municipal and Federal Securities:					
City of New York ⁶	Corporate Stock, 1964.	4½	D-10	5,500 00	5,500 00
U. S. Government ⁶	Liberty Loan Bonds, 1938.	4½	D-10	34,500 00	34,500 00
U. S. Government ⁶	Treasury Bonds, 1945-1955.	3-4½	D-10	7,500 00	7,482 03
Total		—	—	54,760 00	56,182 03
Third Ave. Ry. System in City		—	—	38,948,978 93	\$3,404,623 70

NOTE.— See general note on first page of table.

¹ See Note Regarding Investments, page 369.² Identical with money cost, except as noted.³ Cost reported as \$37,500.⁴ Investment of Fund for Amortization of Property and Franchises.⁵ Deposited with City of New York under franchise agreement.⁶ Deposited with State Industrial Commission.

Footnote applicable to page 347.

¹² In addition the following securities were also acquired under the Foreclosure and Sale:

In the possession of Respondent:

Central Crosstown R. R. Co. 6% notes — \$637,408.82 face value.

Central Crosstown R. R. Co. 1st Cons. Mtge. 4% Gold Bonds — \$2,473,400 par value.

Metropolitan Crosstown R. R. 5% Debenture Bonds — \$300,000 par value.

Metropolitan Street Ry. Co. 5% Gen. Mtge. Bonds — \$12,242,000 par value.

Metropolitan Street Ry. Co. 4% Ref. Mtge. Bonds — \$16,483,000 par value.

Pledged to Central Union Trust Company of New York as Trustee:

Metropolitan Crosstown R. R. Co. 1st Mtge. 5% Bonds — \$600,000 par value.

Delivered to New York Railways Participation Corp. under Agreement of Sale:

Broadway & Seventh Ave. R. R. Co. 1st Mortgage 5% Bonds — \$1,500,000 par value.

TABLE XVIII. Miscellaneous investments held at June 30, 1934 — Continued

INVESTING COMPANY AND SECURITY	Description of Security	Inter- est rate %	Class ¹	Par value	Book value ²
MANHATTAN AND BRONX SURFACE — <i>Concluded</i>					
New York Railways:					
Stocks of Associated Companies ³					
Bleecker St. & Fulton Ferry R. R. Co. ⁴	Stock	—	C-6	\$889,100 00	\$168,929 00
B'way & Seventh Ave. R. R. Co. ⁴	Stock	—	C-6	\$1,894,900 00	\$1,989,645 00
Christopher & Tenth St. R. R. Co. ⁴	Stock	—	C-6	\$603,000 00	\$1,218,060 00
42d St. & Grand St. Ferry R. R. Co. ⁴	Stock	—	C-6	748,000 00	2,146,760 00
Sixth Avenue R. R. Co. ⁴	Stock	—	C-6	\$1,677,220 00	\$3,768,812 00
34th St. Crosstown Ry. Co. ⁴	Stock	—	C-6	1,000,000 00	1 00
23d Street Ry. Co. ⁴	Stock	—	C-6	597,900 00	\$1 00
Central Park, N. & E. River R. R. Co. ⁴	Stock	—	A-3	300,000 00	1 00
Bonds of Associated Companies:					
Bleecker St. & Fulton Fy. R. R. Co.	First mortgage bonds, 1950	4	A-4	677,000 00	258,608 61
B'way & Seventh Ave. R. R. Co.	First cons. mtge. bonds, 1943	5	A-4	3,749,000 00	374,668 00
34th St. Crosstown Ry. Co.	First mortgage bonds, 1986	5	A-4	976,000 00	312,924 87
23d Street Ry. Co.	Imp. and ref. mtge. bonds, 1962	5	A-4	1,191,000 00	341,101 39
23d Street Ry. Co. ⁴	First mortgage bonds, 1965	6	C-4	150,000 00	\$150,000 00
23d Street Ry. Co. ⁴	Debentures, 1965	5	C-4	150,000 00	\$112,500 00
Second Avenue R. R. Corp.	Stock	—	A-3	852 shares	48,692 24
Securities of Independent Corporations:					
Municipal and Federal Securities:					
City of New York ⁴	Bonds	4, 4½	A-1	\$267,000 00	263,612 50
City of New York ⁴	Corp. Stock, 1962 and Bonds, 1964	4½	C-10	162,000 00	165,615 00
U. S. Government	Corporate Stock, 1960	4½	C-10	6,000 00	5,175 00
U. S. Government ⁴	Treasury Notes, 1934	2½	A-10	5,000 00	5,025 00
U. S. Government ⁴	Treasury Notes, 1935	3	C-10	165,000 00	170,362 50
Real Estate:					
William D. Kilpatrick	Bond and mortgage, 1929	6	A-11	145,000 00	145,000 00
Total ¹²		—	—		11,645,494 11
Broadway & Seventh Avenue:					
Broadway Surface R. R. Co.	First mortgage bonds, 1924	5	C-4	1,500,000 00	\$1,500,000 00
South Ferry R. R. Co.	First mortgage bonds, 1919	5	C-4	350,000 00	\$350,000 00
Total		—	—	1,850,000 00	1,850,000 00
42d St. & Grand St. Ferry:					
Railroad Securities	Bonds, 1934	4½	A-1	4,000 00	3,920 00
U. S. Government	Treasury Notes, 1935	3	A-10	282,000 00	290,847 51
Total		—	—	286,000 00	\$294,767 51
Eighth & Ninth Avenues:					
Railways Realty Corp.	Stock	—	A-6	195,500 00	195,500 00
Railways Realty Corp.	Mortgages	6	A-11	400,000 00	400,000 00
Total		—	—	595,500 00	595,500 00
Other Manhattan Cos.		—	—		14,385,761 62
Total, Man. & Bronx Surface		—	—		\$47,790,385 32

NOTE.— See general note on first page of table.

¹ See Note Regarding Investments, page 369.² Identical with money cost, except as noted.³ Acquired under the Final Decree of Foreclosure and Sale dated May 21, 1924, and Plan and Agreement of Reorganization dated July 18, 1924; see note 12.⁴ Pledged to Central Union Trust Co. as Trustee under Prior Lien Mortgage 6% Gold Bonds.⁵ Represents capital stock acquired by New York Railways Corp. as of June 30, 1934. Capital stock of these companies unacquired at June 30, 1934 is carried in Other Suspense as follows:

	No. of Shares	Par value	Book value
Bleecker St. & Fulton Ferry R. R. Co.	109	\$10,900	\$2,071
Broadway & Seventh Avenue R. R. Co.	2,051	205,100	215,355
Christopher & Tenth Street R. R. Co.	470	47,000	94,940
Sixth Avenue R. R. Co.	268	22,780	51,188
23d Street R. R. Co.	21	2,500	.....
Total		\$288,280	\$363,554

⁶ Of which \$30,000 was acquired as described in note 3, and consideration for the remaining \$120,000 was a like amount of New York Railways Corporation Prior Lien 6% Bonds.⁷ Consideration \$112,500 par value New York Railways Corporation Prior Lien 6% Bonds.⁸ Deposited with State Industrial Commission.⁹ Deposited with City of New York a/c Track Rental Agreement.¹⁰ Deposited with Guaranty Trust Co. under Escrow Agreement dated December 28, 1933.¹¹ Company reports a like amount of Broadway & Seventh Avenue First Consolidated Mortgage 5% Bonds were issued in exchange.¹² See bottom of preceding page.

TABLE XVIII. Miscellaneous investments held at June 30, 1934 — Continued

INVESTING COMPANY AND SECURITY	Description of Security	In- terest rate %	Class ¹	Par value	Book value ²
BROOKLYN SURFACE					
Brooklyn & Queens Transit:					
Stocks of Associated Companies:					
South Brooklyn Ry. Co.....	Stock.....	—	A-6	\$500,000 00	\$1,571,526 49
Brooklyn Bus Corp.....	Stock.....	—	A-6	40,000 shares	1,000,000 00
Brooklyn & Queens Service Co., Inc.....	Stock.....	—	A-6	800 shares	20,000 00
Advances to Associated Com- panies:					
South Brooklyn Ry. Co.....	Certificates of Indebtedness.....	6	A-5	\$675,287 52	675,287 52
Brooklyn & Queens Service Co., Inc.....	Car Purchase Notes.....	6	A-5	245,000 00	245,000 00
Municipal and Federal Securities:					
City of New York ⁴	Corporate Stock, 1951-1977.....	3½-4½	D-10	566,000 00	535,924 35
City of New York ⁵	Corporate Stock, 1957-1979.....	4-4½	D-10	6,500 00	6,234 38
U. S. Government ⁴	Treasury Bonds, 1945.....	4½	D-10	10,000 00	10,196 88
Real Estate:					
William Daw & R. L. Burck- hardt ⁶	Bond and mortgage, 1929.....	6	D-11	13,800 00	13,800 00
"Q" Realty Corp.....	Bond and mortgage, 1931.....	6	A-11	43,500 00	43,500 00
Fund for Repl. of Equipment:					
Reacquired Securities:					
Brooklyn City R. R. Co.	First cons. mtge. bonds, 1941..	5	B	295,000 00	272,848 50
Brooklyn, Queens Co. & Sub. R. R. Co.....	First cons. mtge. bonds, 1941..	5	B	47,000 00	33,731 25
Brooklyn City & New- town R. R. Co.....	Cons. first mtge. bonds, 1939....	5	B	13,000 00	9,455 00
Nassau Electric R. R. Co.....	First cons. mtge. bonds, 1951..	4	B	51,000 00	24,388 75
Brooklyn Union El. R. R. Co.	First mortgage bonds, 1950.....	5	B-4	7,000 00	6,045 00
Brooklyn & Queens Service Co., Inc.....	Car Purchase Notes.....	6	B-5	1,345,000 00	1,345,000 00
Railroad Securities.....	Bonds, 1952.....	4½	B-1	20,000 00	17,632 50
Total.....		—	—		5,830,570 63
South Brooklyn:					
Municipal and Federal Securities:					
City of New York ⁴	Bonds and Corporate Stock, 1953-1980.....	3½-4½	D-10	38,500 00	37,063 92
U. S. Government ⁴	Liberty Loan and Treasury Bonds, 1933-1945.....	4½	D-10	12,500 00	12,475 17
Real Estate:					
Morgan Sand and Gravel Co.	Bond and mortgage, 1939.....	6	A-11	102,000 00	102,000 00
Total.....		—	—	153,000 00	151,539 09
Bush Terminal:					
City of New York ⁷	Corporate Stock, 1950, 1958....	5, 4	D-10	8,000 00	7,530 50
Total.....		—	—		\$5,989,640 21

NOTE.— See general note on first page of table.

¹ See Note Regarding Investments, page 369.² Identical with money cost, except as noted.³ Represents South Brooklyn figures taken on respondent's books at the time of the merger, consisting of Capital Stock, \$500,000; Surplus \$931,628.86 and adjustment account of certain items, \$139,897.63.⁴ Deposited with State Industrial Commission.⁵ Deposited with City of New York: \$2,000 under Navy Street Franchise; \$1,000 under Fourth Avenue Loop Franchise; \$500 under Georgia Avenue Extension Franchise and \$3,000 under agreement covering Cortelyou Road Bus.⁶ Deposited with Guarantee Trust Co., Trustee, Nassau Electric R. R. Consolidated Mortgage.⁷ Deposited with City of New York.

TABLE XVIII. Miscellaneous investments held at June 30, 1934 — Concluded

INVESTING COMPANY AND SECURITY	Description of Security	In- terest rate %	Class ¹	Par value	Book value ²
QUEENS SURFACE					
New York & Queens Transit:					
Stocks of Associated Companies:					
Queens-Nassau Transit Lines,					
Inc.	Stock	—	A-6	\$25,000 00	\$25,000 00
Briarwood Bus Co., Inc.	Stock	—	A-6	10,500 00	9,600 00
Total		—	—	\$35,500 00	\$34,600 00
Steinway Railways:					
City of New York ³	Corporate Stock, 1941-1962	3½, 4½	D-10	25,100 00	24,352 96
State of New York ³	Bonds, 1950, 1951	3	D-10	6,000 00	5,486 63
U. S. Government ³	Treasury Bonds, 1951-1955	3	D-10	3,000 00	2,962 50
U. S. Government ⁴	Liberty Loan Bonds, 1933-1938	4½	D-10	1,500 00	1,504 50
Total		—	—	\$35,600 00	\$34,306 59
Manhattan & Queens:					
City of New York ⁵	Corporate Stock, 1940, 1962	3½, 4½	D-10	37,750 00	36,493 75
Total		—	—	\$108,850 00	\$105,400 34
Total, street surface		—	—		\$53,885,425 87
Grand total		—	—		\$67,799,420 71

NOTE.— See general note on first page of table.

¹ See Note Regarding Investments, page 369.² Identical with money cost, except as noted.³ Deposited with State Industrial Commission.⁴ Deposited with City of New York.⁵ Deposited with City of New York: By Company, \$21,250; by contractors, \$15,000; account of Loop, \$1,500

TABLE XIX. ACCRUED AMORTIZATION OF CAPITAL
 Balance at beginning of year, changes during the year and balance at June 30, 1934

COMPANY AND NAME OF ACCOUNT	Balance at June 30, 1933	Charged to operating expenses during year	Realized loss on fixed capital retired during year	Other adjustments to reserves	Balance at June 30, 1934
RAPID TRANSIT					
Interborough Rapid Transit, Co. and Recr.:					
Subway Division.....	\$6,751,865 42	\$500,000 00	\$18,961 29	Cr \$81,974 96	\$7,314,879 09
Accrued amortization of capital (prior to beginning of operation)	603,084 39				603,084 39
Contract No. 3 Depreciation Re- serves.....	6,148,281 03	500,000 00	18,961 29	Cr 81,974 96	6,711,294 70
Railroad and Equipment.....	2,503,555 25	250,000 00		Dr 2,505 37	2,751,049 88
Existing Railroad.....	109,177 64	10,000 00			119,177 64
Existing Equipment.....	2,576,037 59	240,000 00		Dr 932 83	2,815,104 76
Capital Retired from Service.....	1,165,132 24			Cr 18,961 29	1,184,093 53
Retirements to be Replaced from Depreciation Fund.....	Dr 205,621 69		18,961 29	Cr 66,451 87	Dr 158,131 11
Elevated Division.....	1,087,849 05	50,000 00		Cr 80,366 41	1,218,315 46
Accrued amortization of capital (prior to beginning of operation)	1,064,253 87				1,064,253 87
Elevated Extensions Certificate					
Depreciation Reserves.....	23,695 18	50,000 00		Cr 80,366 41	154,061 69
Depreciation Reserve.....	200,000 00	50,000 00			250,000 00
Capital Retired from Service.....	99,919 25				99,919 25
Retirements to be Replaced from Depreciation Fund.....	Dr 276,224 07			Cr 80,366 41	Dr 195,857 66
Total, I. R. T.....	7,839,314 47	550,000 00	18,961 29	Cr 162,341 37	8,532,694 55
New York Rapid Transit (B-M. T.):					
Accrued amortization of capital prior to Contract No. 4 ¹	148,371 80				148,371 80
Reserve for Depreciation Accrued prior to Contract No. 4.....	1,503,329 00			² Dr 240,263 00	1,263,066 00
Contract No. 4 Depreciation Reserves.....	7,934,082 85	800,000 00		Cr 119,604 90	8,553,687 75
"A"—For the Railroad and Its Equipment.....	3,821,433 65	435,000 00		³ Dr 96,721 22	4,159,712 43
"AX"—95th Street Extension.....		5,000 00		³ Cr 30,000 00	35,000 00
"B"—For Plant and Property of Extensions and Additional Tracks.....	85,192 62	8,000 00			93,192 62
"C"—Existing Railroads and Equipment.....	4,027,456 58	352,000 00		^{2,4} Cr 186,326 12	4,565,782 70
Replacement Reserves ⁵	2,123,165 78			Cr 107,703 64	2,230,869 42
Retired Property of Existing Rail- roads.....	1,650,629 10			⁴ Cr 45,404 04	1,696,033 14
Retired Equipment of the Railroad.....	425,610 42			Cr 37,635 00	463,245 42
Retired Construction of the Rail- road.....	32,656 61			Cr 24,664 60	57,321 21
Retired Plant and Property of Ex- tensions and Additional Tracks.....	14,269 65				14,269 65
Replacement of Retired Property.....	Dr 1,762,845 56			Dr 196,540 58	Dr 1,959,386 14
Total, N. Y. R. T.....	9,946,103 87	800,000 00		Dr 209,496 04	10,636,608 83
Total.....	\$17,785,418 34	\$1,350,000 00	\$18,961 29	Dr \$47,153 67	\$19,069,303 38

¹ Company erroneously credited Fixed Capital with \$148,371.80, closing out this Reserve, here restored by the Division of Statistics and Accounts of this Commission.

² Includes transfer of \$240,263 from Reserve for Depreciation Accrued prior to Contract No. 4 to Reserve for Existing Railroads and Equipment ("C").

³ Includes transfer of \$30,000 from "A"—Reserve for the Railroad and Its Equipment to "AX"—95th Street Extension.

⁴ Includes transfer of \$3,255.91 from Replacement Reserve—Retired Property of Existing Railroads to "C"—Reserve for Existing Railroads and Equipment.

⁵ Represents liability to replace Contract No. 4 property retired.

TABLE XIX. Accrued amortization of capital — Concluded
Balance at beginning of year, changes during the year and balance at June 30, 1934

COMPANY AND NAME OF ACCOUNT	Balance at June 30, 1933	Charged to operating expenses during year	Realized loss on fixed capital retired during year	Other adjustments to reserves	Balance at June 30, 1934
MANHATTAN AND BRONX SURFACE					
bird Avenue.....	\$194,948 71	\$105,250 35	\$41,664 68	Cr \$228 30	\$258,762 48
2d St., Manh. & St. N. Ave.....	875,610 27	¹ 55,360 83	9,294 43		921,676 67
ew York City Interborough.....	172,486 67	45,234 68	38 59		217,682 76
outhern Boulevard.....	192,199 55	² 14,241 03			206,440 58
nion.....	99,806 33	³ 163,848 17	4,788 31		258,866 19
estchester Electric.....	47,649 43	20,661 12	5,944 13	⁴ Dr 3,825 91	58,540 51
Third Ave. Ry. System in City.....	1,682,700 96	404,696 18	61,730 34	Dr 3,597 61	1,921,969 19
ew York Railways.....	771,304 26	108,394 04			879,698 30
Total.....	\$2,354,005 22	\$512,990 22	\$61,730 34	Dr \$3,597 61	\$2,801,667 49
BROOKLYN SURFACE					
rooklyn & Queens Transit.....	\$2,418,557 96	\$170,160 08	\$306,653 49	Dr \$300 00	\$2,281,764 55
outh Brooklyn.....	186,899 05	30,000 00	89,840 87	⁵ Cr 319,051 69	446,109 87
ush Terminal.....	116,496 64	⁶ 5,290 28		Cr 2,875 04	124,661 96
Total.....	\$2,721,953 65	\$205,450 36	\$396,494 36	Cr \$321,626 73	\$2,852,536 38
QUEENS SURFACE					
ew York & Queens Transit.....	\$51,845 55	⁷ \$58,512 54	\$1,039 82		\$109,318 27
amaica Central (to November 25, 1933)...	261,195 55	⁸ 7,126 72	208,511 74	⁹ Dr \$59,810 53	
lanhattan & Queens.....	399,162 19	28,000 00	1,445 81	¹⁰ Cr 16,781 43	442,497 81
Total.....	\$712,203 29	\$93,639 26	\$210,997 37	Dr \$43,029 10	\$551,816 08
RICHMOND SURFACE					
ichmond Railways.....	\$418,245 50	\$20,342 16	\$83,010 89	¹¹ Dr \$355,576 77	
Total, street surface.....	\$6,206,407 66	\$832,422 00	\$752,232 96	Dr \$80,576 75	\$6,206,019 95
rand total.....	\$23,991,826 00	¹² \$2,182,422 00	\$771,194 25	Dr \$127,730 42	\$25,275,323 33

NOTE.— Eighth & Ninth Avenues and Steinway Railways, Receivers have no reserve for Accrued Amortization of Capital.

^{1,2} Includes amortization of property which will revert to the City at the expiration of the franchise: \$1,619.88; ² \$351.15; ³ \$8,341.28.

⁴ Amortization of Revenue Buses.

⁵ Appropriated from Surplus.

⁶ Amortization of property which will revert to the City at the expiration of the franchise.

^{7,8} Includes charges to General Amortization, credited to Reserve for Amortization of Organization expenses: ⁷ \$3,000; ⁸ \$1,303.74.

⁹ Of which \$12,586.41 represents amount transferred to Jamaica Buses Reserve, and \$47,735.43 represents balance in Reserve at close of period.

¹⁰ Interest at 4% on monthly balances, charged to interest deductions.

¹¹ Consists of Cr \$676.44, amount credited to Reserve for Depreciation of Automobiles, and \$356,253.21, balance in Reserve at close of period.

¹² Of which charged to:

Maintenance of Way and Structures (depreciation).....	\$639,850 93
Maintenance of Equipment (depreciation).....	1,522,664 74
General and Miscellaneous Expenses (general amortization).....	19,906 33

Total..... *\$2,182,422 00

* Exclusive of \$165,364.84, charged to Depreciation of Way and Structures and Equipment by City of New York — Independent System Operation.

TABLE XX. CAPITALIZATION (STOCKS, BONDS AND NOTES TO CONTROLLING
(For details, see Divisions

COMPANY	NOT HELD BY ASSOCIATED IN NEW	
	Capital stock	Funded debt unmatured ¹
RAPID TRANSIT		
Interborough Rapid Transit.....	\$35,000,000 00	\$163,338,100 00
Manhattan Railway.....	60,000,000 00	45,166,828 02
Total— I. R. T. operation.....	95,000,000 00	208,504,928 02
New York Rapid Transit (B.-M. T.).....	23,683,516 23	130,697,500 00
Total.....	\$118,683,516 23	² \$339,202,428 02
MANHATTAN AND BRONX SURFACE		
Third Avenue.....	\$16,590,000 00	\$45,222,000 00
Kingsbridge.....		
42d St., Manh. & St. N. Ave.....	17,400 00	500,000 00
New York City Interborough.....	144,500 00	
Southern Boulevard.....	300 00	250,000 00
Union.....		2,000,000 00
Bronx Traction.....		
Westchester Electric.....		500,000 00
Third Avenue Railway System in City.....	16,752,200 00	48,472,000 00
New York Railways.....	³ 1,442,629 72	24,551,388 48
Bleecker Street & Fulton Ferry.....	10,900 00	23,000 00
Broadway & Seventh Avenue.....	205,100 00	1,309,000 00
Christopher & Tenth Street.....	47,000 00	
42d Street & Grand Street Ferry.....		
Sixth Avenue.....	22,780 00	
34th Street Crosstown.....		24,000 00
23d Street.....	2,100 00	166,000 00
Total— New York Railways operation.....	1,730,509 72	26,073,388 48
Eighth & Ninth Avenues.....	3,058,359 40	
Total.....	\$21,541,069 12	\$74,545,388 48
BROOKLYN SURFACE		
Brooklyn & Queens Transit.....	\$47,125,000 00	\$26,446,000 00
South Brooklyn.....		
Bush Terminal.....	20,000 00	
Total.....	\$47,145,000 00	\$26,446,000 00
QUEENS SURFACE		
New York & Queens Transit.....	\$20,000 00	\$100,000 00
Steinway Railways, Receivers.....		
Manhattan & Queens.....	20,000 00	
Total.....	\$40,000 00	\$100,000 00
Total, street surface.....	\$68,726,069 12	\$101,091,388 48
Grand total.....	\$187,409,585 35	² \$440,293,816 50

¹ Matured funded debt is shown in brackets in Div. C of this table, but not included in totals.

² Consists of certificates of indebtedness, and notes, construction advances and matured funded debt held by system companies.

³ Exclusive of Rapid Transit Railroad Bonds issued by the City of New York for rapid transit construction under Contracts Nos. 1, 2, 3 and 4 and Independent City System. See Div. E of this table.

CORPORATIONS), JUNE 30, 1934: (A) Summary of total outstanding capitalization B, C and D of this table.)

STREET RAILWAY CORPORATIONS YORK CITY		TOTAL			
Other permanent debt ²	Total	Capital stock	Funded debt unmatured ¹	Other permanent debt ²	Total
	\$198,338,100 00	\$35,000,000 00	\$163,338,100 00		\$198,338,100 00
	105,166,828 02	60,000,000 00	45,193,828 02		105,193,828 02
	303,504,928 02	95,000,000 00	208,531,928 02		303,531,928 02
	154,381,016 23	23,683,516 23	130,704,500 00		154,388,016 23
	³ \$457,885,944 25	³ \$118,683,516 23	³ \$339,236,428 02		³ \$457,919,944 25
	\$61,812,000 00	\$16,590,000 00	\$45,539,000 00		\$62,129,000 00
		8,600 00		\$2,248,792 70	2,257,392 70
	517,400 00	2,500,000 00	500,000 00	7,902,152 98	10,902,152 98
	144,500 00	5,000,000 00		1,126,358 29	6,126,358 29
	250,300 00	250,000 00	250,000 00	186,472 71	686,472 71
	2,000,000 00	2,000,000 00	2,000,000 00	4,715,064 39	8,715,064 39
		58,100 00		1,122,014 27	1,180,114 27
	500,000 00	500,000 00	500,000 00	1,952,161 17	2,952,161 17
	65,224,200 00	26,906,700 00	48,789,000 00	19,253,018 51	94,948,718 51
	25,994,018 20	1,442,629 72	24,551,388 48	1,850,000 00	27,844,018 20
	33,900 00	900,000 00	700,000 00		1,600,000 00
	1,514,100 00	2,100,000 00	5,058,000 00		⁵ 7,158,000 00
	47,000 00	650,000 00			650,000 00
		748,000 00			⁵ 748,000 00
	22,780 00	1,700,000 00			1,700,000 00
	24,000 00	1,000,000 00	1,000,000 00		⁵ 2,000,000 00
	168,100 00	600,000 00	1,657,000 00		2,257,000 00
	27,803,898 20	9,140,629 72	32,966,588 48	1,850,000 00	43,957,018 20
	3,058,359 40	3,058,359 40			3,058,359 40
	\$96,086,457 60	\$39,105,689 12	\$81,755,388 48	\$21,103,016 51	\$141,964,094 11
	\$73,571,000 00	\$47,125,000 00	\$26,446,000 00		\$73,571,000 00
		500,000 00		\$1,375,000 00	1,875,000 00
\$336,045 00	356,045 00	20,000 00		336,045 00	356,045 00
\$336,045 00	\$73,927,045 00	\$47,645,000 00	\$26,446,000 00	\$1,711,045 00	\$75,802,045 00
	\$120,000 00	\$20,000 00	\$100,000 00		\$120,000 00
\$1,150,000 00	1,170,000 00	20,000 00		\$1,150,000 00	1,170,000 00
\$1,150,000 00	\$1,290,000 00	\$40,000 00	\$100,000 00	\$1,150,000 00	\$1,290,000 00
\$1,486,045 00	\$171,303,502 60	\$86,790,689 12	\$108,301,388 48	\$23,964,061 51	\$219,056,139 11
\$1,486,045 00	³ \$629,189,446 85	³ \$205,474,205 35	³ \$447,537,816 50	\$23,964,061 51	³ \$676,976,083 36

⁴ See note 4 on following page.⁵ In addition the following lessor companies report expenditures by Metropolitan Street Railway for betterments, liability for repayment of which is not recognized by them: Broadway & Seventh Ave., \$3,225,123.78; 42d Street & Grand Street Ferry, \$1,560,355.84; 34th Street Crosstown, \$1,080,808.80.

TABLE XX. Capitalization (stocks, bonds and notes to

COMPANY	Certificates issued	Other
RAPID TRANSIT		
Interborough Rapid Transit.....	\$35,000,000 00	
Manhattan Railway.....	¹ 60,000,000 00	
Total — I. R. T. operation.....	95,000,000 00	
New York Rapid Transit (B.-M. T.).....	² 23,683,516 23	
Total.....	\$118,683,516 23	
MANHATTAN AND BRONX SURFACE		
Third Avenue.....	\$16,590,000 00	
Kingsbridge.....	8,600 00	
42d St., Manh. & St. N. Ave.....	2,500,000 00	
New York City Interborough.....	5,000,000 00	
Southern Boulevard.....	250,000 00	
Union.....	2,000,000 00	
Bronx Traction.....	58,100 00	
Westchester Electric.....	500,000 00	
Third Avenue Railway System in City.....	26,906,700 00	
New York Railways.....	³ 1,442,629 72	
Bleecker Street & Fulton Ferry.....	900,000 00	
Broadway & Seventh Avenue.....	2,100,000 00	
Christopher & Tenth Street.....	650,000 00	
42d Street & Grand Street Ferry.....	748,000 00	
Sixth Avenue.....	1,700,000 00	
34th Street Crosstown.....	1,000,000 00	
23d Street.....	600,000 00	
Total — New York Railways operation.....	9,140,629 72	
Eighth & Ninth Avenues.....	⁵ 3,058,359 40	
Total.....	\$39,105,689 12	
BROOKLYN SURFACE		
Brooklyn & Queens Transit.....	\$47,125,000 00	
Common stock.....	⁶ 18,800,000 00	
Preferred stock.....	⁷ 28,325,000 00	
South Brooklyn.....	500,000 00	
Bush Terminal.....	20,000 00	
Total.....	\$47,645,000 00	
QUEENS SURFACE		
New York & Queens Transit.....	\$20,000 00	
Steinway Railways, Receivers.....		
Manhattan & Queens.....		⁸ \$20,000 00
Total.....	\$20,000 00	\$20,000 00
Total, street surface lines.....	\$86,770,689 12	\$20,000 00
Grand total.....	\$205,454,205 35	\$20,000 00

¹ Par value (\$100 per share) of 556,490 shares of modified 5% assenting stock and 43,510 shares of non-assenting 7% stock.

² Consists of: (1) \$21,339,516.23 book equity of 189,000 shares of no par value stock issued at the time of the Reorganization, June 15, 1923; and (2) \$2,344,000 equity of 93,760 shares of no par value stock issued in exchange for Refunding Mortgage Sinking Fund Gold Bonds retired, authorized by the Transit Commission March 2, 1926, at the rate of 4 shares of stock for \$100 of bonds.

³ Represents equity at May 1, 1925 of 90,200 shares of no par value common stock and 183,986 shares of no par value preferred stock.

controlling corporations), June 30, 1934: (B) Capital stock

Total (nominal) issue	Actually outstanding	PORTION HELD BY ASSOCIATED STREET RAILWAY CORPORATIONS IN NEW YORK CITY		Portion not so held
		Amount	Company	
\$35,000,000 00	\$35,000,000 00		_____	\$35,000,000 00
160,000,000 00	160,000,000 00		_____	160,000,000 00
95,000,000 00	95,000,000 00		_____	95,000,000 00
² 23,683,516 23	² 23,683,516 23		_____	² 23,683,516 23
\$118,683,516 23	\$118,683,516 23		_____	\$118,683,516 23
\$16,590,000 00	\$16,590,000 00		_____	\$16,590,000 00
8,600 00	8,600 00	\$8,600 00	Third Avenue.....	
2,500,000 00	2,500,000 00	2,482,600 00	Third Avenue.....	17,400 00
5,000,000 00	5,000,000 00	4,855,500 00	Third Avenue.....	144,500 00
250,000 00	250,000 00	249,700 00	Third Avenue.....	300 00
2,000,000 00	2,000,000 00	2,000,000 00	Third Avenue.....	
58,100 00	58,100 00	58,100 00	Union.....	
500,000 00	500,000 00	500,000 00	Third Avenue.....	
²⁶ 906,700 00	²⁶ 906,700 00	10,154,500 00		16,752,200 00
¹ 1,442,629 72	¹ 1,442,629 72	(⁴)	(⁴)	¹ 1,442,629 72
900,000 00	900,000 00	889,100 00	New York Railways.....	10,900 00
2,100,000 00	2,100,000 00	1,894,900 00	New York Railways.....	205,100 00
650,000 00	650,000 00	603,000 00	New York Railways.....	47,000 00
748,000 00	748,000 00	748,000 00	New York Railways.....	
1,700,000 00	1,700,000 00	1,677,220 00	New York Railways.....	22,780 00
1,000,000 00	1,000,000 00	1,000,000 00	New York Railways.....	
600,000 00	600,000 00	597,900 00	New York Railways.....	2,100 00
⁹ 140,629 72	⁹ 140,629 72	7,410,120 00		1,730,509 72
⁸ 3,058,359 40	⁸ 3,058,359 40		_____	⁸ 3,058,359 40
\$39,105,689 12	\$39,105,689 12	\$17,564,620 00	_____	\$21,541,069 12
\$47,125,000 00	\$47,125,000 00		_____	\$47,125,000 00
⁶ 18,800,000 00	⁶ 18,800,000 00		_____	⁶ 18,800,000 00
⁷ 28,325,000 00	⁷ 28,325,000 00		_____	⁷ 28,325,000 00
500,000 00	500,000 00	\$500,000 00	Brooklyn & Queens Transit...	
20,000 00	20,000 00		_____	20,000 00
\$47,645,000 00	\$47,645,000 00	\$500,000 00	_____	\$47,145,000 00
\$20,000 00	\$20,000 00		_____	\$20,000 00
20,000 00	20,000 00		_____	20,000 00
\$40,000 00	\$40,000 00		_____	\$40,000 00
\$86,790,689 12	\$86,790,689 12	\$18,064,620 00	_____	\$68,726,069 12
\$205,474,205 35	\$205,474,205 35	\$18,064,620 00	_____	\$187,409,585 35

⁴ All the common stock (90,200 shares) of the New York Railways is held by the Fifth Avenue Coach Company.

⁵ Represents book equity of 58,000 shares of no par value stock as of date of consolidation, December 22, 1926, less adjustment of \$3,537,975.43 made in 1933.

⁶ Represents book equity of 800,000 shares of no par value common stock at July 1, 1929.

⁷ Represents book equity of 283,250 shares of no par value preferred stock at July 1, 1929.

⁸ Installments paid in on subscriptions for stock.

TABLE XX. Capitalization (stocks, bonds and notes to controlling

COMPANY AND DESCRIPTION OF ISSUE	Date of maturity	Gross amount outstanding	Portion nominally issued or reacquired	Net amount outstanding
RAPID TRANSIT				
Interborough Rapid Transit		\$277,419,100 00	\$114,081,000 00	\$163,338,100 00
First and Refunding Mtge., 53-year 5's	Jan. 1, 1966	235,247,000 00	¹ 114,081,000 00	121,166,000 00
10-year Secured Convertible 7% Gold Notes ⁴	Sept. 1, 1932	31,672,100 00		31,672,100 00
10-year 6% Gold Notes ⁵	Oct. 1, 1932	10,500,000 00		10,500,000 00
Manhattan Railway		45,207,000 00	13,171 98	45,193,828 02
Consol. Mtge., 100-year 4's	April 1, 1990	¹¹ 40,677,000 00	13,000 00	¹¹ 40,664,000 00
Second Mtge., 100-year 4's	June 1, 2013	4,523,000 00		4,523,000 00
Bond certificates, 4's	(¹²)	7,000 00	171 98	6,828 02
Total, I. R. T. operation ¹³		322,626,100 00	114,094,171 98	208,531,928 02
New York Rapid Transit¹³				
Bklyn. Union El. First Mtge., 51-year 5's	Feb. 1, 1950	137,501,500 00	6,797,000 00	130,704,500 00
Kings County El. First Mtge., 50-year 4's	Aug. 1, 1949	15,967,000 00		15,967,000 00
N. Y. R. T. Ref. Mtge. Sinking Fund 45-year 5's, Series A	July 1, 1968	6,467,000 00		6,467,000 00
N. Y. R. T. Ref. Mtge. Sinking Fund 41-year 6's, Series B	July 1, 1968	91,164,500 00	¹⁴ 5,923,000 00	85,241,500 00
N. Y. R. T. First & Ref. Mtge., Sinking Fund 45-year 6's, Series A	July 1, 1968	17,000,000 00	¹⁴ 800,000 00	16,200,000 00
	July 1, 1968	6,903,000 00	¹⁴ 74,000 00	6,829,000 00
Total ¹⁵		\$460,127,600 00	\$120,891,171 98	\$339,236,428 02
MANHATTAN AND BRONX SURFACE				
Third Avenue		\$49,586,500 00	\$3,987,500 00	\$45,599,000 00
First Mtge., 50-year 5's	July 1, 1937	5,000,000 00	¹⁶ 653,000 00	4,347,000 00
First Ref. Mtge., 50-year 4's	Jan. 1, 1960	21,990,500 00	3,014,500 00	18,976,000 00
Adj. Mtge., 50-year Income 5's (cumulative) interest as earned	Jan. 1, 1960	22,536,000 00	320,000 00	22,216,000 00
42d St., Manh. & St. N. Ave.		500,000 00		500,000 00
First Mtge., 30-year 5's	Mar. 1, 1940	500,000 00		500,000 00
Second Mtge., Income 30-year 6's	Jan. 1, 1915	[1,487,000 00]		[1,487,000 00]
New York City Interborough:				
First Mtge., 23-year Sinking Fund 4's	May 1, 1928	[1,119,000 00]	[87,000 00]	[1,032,000 00]
Southern Boulevard:				
First Mtge., 50-year 5's	July 1, 1945	250,000 00		250,000 00
Union:				
First Mtge., 50-year 5's	Aug. 1, 1942	2,000,000 00		2,000,000 00
Westchester Electric:				
First Mtge., 50-year 5's	July 1, 1945	500,000 00		500,000 00
Third Ave. Ry. System in City		62,776,500 00	3,987,500 00	48,789,000 00

NOTE.—Matured funded debt is entered in brackets and not included in totals.

¹ Consists of: (1) \$54,989,000 par value of bonds pledged as collateral with Bankers Trust Co., Trustee, under collateral indentures dated Sept. 1 and 2, 1918 and Sept. 1, 1922 to secure the \$31,672,000 Ten Year Secured Convertible 7% Gold Notes (in default since Sept. 1, 1932) (see note 3); (2) \$6,272,000 bonds held by Guaranty Trust Co., Trustee, in Special Trust under Agreement dated Sept. 1, 1922; (3) \$1,334,000 bonds now in the Treasury of the Company; and (4) \$51,486,000 bonds deposited on account of Sinking Fund.

² Includes \$51,486,000 bonds deposited on account of Sinking Fund, and \$953,000 bonds held for payment into Sinking Fund on July 1, 1934.

³ Includes \$2,749,450 interest on \$54,989,000 par value of bonds pledged as collateral to secure the Ten Year Secured Convertible 7% Notes, which Notes are in default since Sept. 1, 1932.

⁴ In default since Sept. 1, 1932; see note 3 above and note 2, page 304.

⁵ In default since Oct. 1, 1932; see note 2, page 304.

corporations), June 30, 1934: (C) Funded debt

PORTION HELD BY ASSOCIATED STREET RAILWAY CORPORATIONS IN NEW YORK CITY		Portion not so held	Amount outstanding as per Balance Sheet	INTEREST DURING YEAR	
Amount	Company			Accrued	Paid
		\$163,338,100 00	\$214,824,100 00	\$12,010,575 00	\$11,368,475 00
		121,166,000 00	² 172,652,000 00	^{2, 7} 11,380,575 00	11,368,475 00
		31,672,100 00	⁴ 31,672,100 00	(5)	(5)
		10,500,000 00	⁵ 10,500,000 00	⁸ 630,000 00	
\$27,000 00		45,186,828 02	45,193,828 02	1,808,240 00	1,808,240 00
24,000 00	I. R. T.	40,640,000 00	¹¹ 40,664,000 00	¹¹ 1,627,040 00	1,627,040 00
3,000 00	I. R. T.	4,520,000 00	4,523,000 00	180,920 00	180,920 00
		6,828 02	6,828 02	280 00	280 00
27,000 00		208,504,928 02	260,017,928 02	13,818,815 00	13,176,715 00
7,000 00		130,697,500 00	130,704,500 00	6,695,589 17	6,702,214 17
7,000 00	Brooklyn & Queens Transit	15,960,000 00	15,967,000 00	798,350 00	794,575 00
		6,467,000 00	6,467,000 00	258,680 00	260,640 00
		85,241,500 00	85,241,500 00	4,274,250 00	4,298,050 00
		16,200,000 00	16,200,000 00	⁹ 977,100 00	981,450 00
		6,829,000 00	6,829,000 00	¹⁰ 387,209 17	367,499 17
\$34,000 00		\$339,202,428 02	¹⁵ \$390,722,428 02	\$20,514,404 17	\$19,878,929 17
\$317,000 00		\$45,222,000 00	\$49,526,500 00	\$2,256,420 00	\$1,688,098 75
317,000 00	(¹⁷)	4,347,000 00	5,000,000 00	250,000 00	248,450 00
		18,659,000 00	21,990,500 00	879,620 00	881,530 00
		22,211,500 00	22,536,000 00	1,126,800 00	558,118 75
		500,000 00	500,000 00	25,000 00	25,000 00
		500,000 00	500,000 00	25,000 00	25,000 00
[1,487,000 00]	Third Avenue		[1,487,000 00]	[89,220 00]	[89,220 00]
[1,032,000 00]	Third Avenue		[1,119,000 00]	[45,593 34]	[50,760 00]
		250,000 00	250,000 00	12,500 00	12,500 00
		2,000,000 00	2,000,000 00	100,000 00	99,800 00
		500,000 00	500,000 00	25,000 00	25,175 00
317,000 00		48,472,000 00	52,776,500 00	2,418,920 00	1,850,673 75

⁶ See note 3 above.^{7, 10} Whereof charged to Construction: ⁷ \$12,822.56; ⁸ \$44,114.53; ⁹ \$1,664.11; ¹⁰ \$2,874.41.¹¹ Includes Metropolitan Elevated Ry. Co. First Mortgage Bond, \$1,000, not yet presented for redemption and no longer bearing interest.¹² Issued in part payment of dividends and retired at will of Company.¹³ See note 15 below.¹⁴ Held in Sinking Fund, including bonds held for payment into Sinking Fund on July 1, 1934: Ref. Mtge. 6's, Series B, \$48,000; First & Ref. Mtge. 6's, Series A, \$13,000.¹⁵ Exclusive of Rapid Transit Railroad bonds issued by the City of New York for rapid transit construction under Contracts Nos. 1, 2, 3 and 4 and Independent City System. See Div. E of this table.¹⁶ See note 5, page 306.¹⁷ Of which \$8,500 is held by Southern Boulevard, \$196,500 by the Union, and \$112,000 by the Third Avenue Bridge.

TABLE XX. Capitalization (stocks, bonds and notes to controlling

COMPANY AND DESCRIPTION OF ISSUE	Date of maturity	Gross amount outstanding	Portion nominally issued or reacquired	Net amount outstanding
MANHATTAN AND BRONX SURFACE — Concluded				
New York Railways.....		\$24,763,839 11	\$212,450 63	\$24,551,388 48
Sixth Avenue Purchase Mtge., 40-year 5's.....	Jan. 1, 1965	300,000 00	13,940 00	286,060 00
Central Crosstown Purchase Mtge., 15-year 6's.....	May 1, 1940	117,500 00	2,500 00	115,000 00
Prior Lien Mtge., Gold Bonds, Series A, 40-year 6's.....	Jan. 1, 1965	3,660,867 11	93,560 63	3,567,306 48
Income Gold Bonds, 40-year 6's.....	Jan. 1, 1965	20,685,472 00	102,450 00	20,583,022 00
South Ferry R. R. First Mtge., 30-year 5's.....	April 1, 1919	[350,000 00]		[350,000 00]
Broadway Surface R. R. First Mtge., 40-year 5's.....	July 1, 1924	[1,500,000 00]		[1,500,000 00]
Bleecker St. & Fulton Ferry:				
First Mtge., 50-year 4's.....	Jan. 1, 1950	700,000 00		700,000 00
Broadway & Seventh Avenue:				
First Cons. Mtge., 50-year 5's.....	Dec. 1, 1943	11,000,000 00	5,942,000 00	5,058,000 00
Thirty-fourth Street Crosstown:				
First Mtge., 100-year 5's.....	April 1, 1966	1,000,000 00		1,000,000 00
Twenty-third Street.....		1,800,000 00	143,000 00	1,657,000 00
Imp. & Ref. Mtge., 50-year 5's.....	Jan. 1, 1962	1,500,000 00	143,000 00	1,357,000 00
Debenture 5's.....	Jan. 1, 1965	150,000 00		150,000 00
First mortgage, 6's.....	Jan. 1, 1965	150,000 00		150,000 00
Total, New York Railways operation.....		39,263,839 11	6,297,450 63	32,966,388 48
Total.....		\$92,040,339 11	\$10,284,950 63	\$81,755,388 48
BROOKLYN SURFACE				
Brooklyn & Queens Transit.....		\$33,128,000 00	\$6,682,000 00	\$26,446,000 00
Brooklyn, Queens Co. & Sub. 1st Mtge., 47-year 5's.....	July 1, 1941	3,002,000 00	* 1,593,000 00	1,409,000 00
Brooklyn, Queens Co. & Sub. 1st Cons. Mtge., 47-year 5's.....	July 1, 1941	2,884,000 00	* 228,000 00	2,656,000 00
Coney Island & Brooklyn First Cons. Mtge., 50-year 4's.....	July 1, 1948	2,000,000 00	* 98,000 00	1,902,000 00
Brooklyn City & Newtown Cons. First Mtge., 50-year 5's.....	July 1, 1939	2,000,000 00	* 45,000 00	1,955,000 00
Nassau Electric First Mtge., 50-year 5's.....	April 1, 1944	660,000 00		660,000 00
Nassau Electric First Cons. Mtge., 53-year 4's.....	Jan. 1, 1951	13,749,000 00	11 3,498,000 00	10,251,000 00
Brooklyn City First Cons. Mtge., 50-year 5's.....	July 1, 1941	6,000,000 00	* 295,000 00	5,705,000 00
Brooklyn City Refunding Mtge., 50-year 4's.....	Aug. 1, 1956	925,000 00	* 925,000 00	
Brooklyn & Queens Transit Cons. Mtge., 10-year 5's.....	Jan. 1, 1940	1,500,000 00		1,500,000 00
Equipment Trust Gold Cdfs., Series A, 5%.....	Various	375,000 00		375,000 00
Debenture—Osgood Bradley Car Corp.—Open Account.....	Various	33,000 00		33,000 00
South Brooklyn.....		[166,000 00]		[166,000 00]
Real estate mortgage, 4½%.....	Feb. 20, 1920	[150,000 00]		[150,000 00]
Prospect Park & Coney Island Income 6's.....	May 1, 1920	[6,000 00]		[6,000 00]
Total.....		\$33,128,000 00	\$6,682,000 00	\$26,446,000 00
QUEENS SURFACE				
New York & Queens Transit:				
General Mtge., 5-year 6's.....	Sept. 1, 1937	\$100,000 00		\$100,000 00
Total, street surface lines.....		\$125,268,339 11	\$16,966,950 63	\$108,301,388 48
Grand total¹².....		\$585,395,939 11	\$137,858,122 61	\$447,537,816 50

¹ The accumulated and unpaid interest which has not been declared due and payable amounts to \$1,234,981.32 for the year ended June 30, 1934, and \$11,732,322.54 from January 1, 1925.

² Bonds are in default since January 1, 1931. See note 11, page 297.

³ See note 5, Div. A of this table.

⁴ Bonds are in default since December 1, 1929. See note 11, page 297.

⁵ Bonds are in default since October 1, 1930. See note 11, page 297.

⁶ These amounts represent bonds turned over to the Brooklyn & Queens Transit Corporation in accordance with Joint Agreement of Merger and Consolidation by the B.-M. T. Corporation and by the predecessor companies, with the exception of the following amounts which represent investment of Fund for Replacement of Equipment:

Brooklyn, Queens Co. & Sub. 1st Consolidated Mortgage.....	\$47,000
Brooklyn City & Newtown Consolidated 1st Mortgage.....	13,000
Nassau Electric 1st Consolidated Mortgage.....	51,000
Brooklyn City 1st Consolidated Mortgage.....	295,000

⁷⁻¹⁰ Of which the following amounts represent interest on certain reacquired bonds charged to Interest Receivable: ⁷ \$9,050; ⁸ \$3,920; ⁹ \$1,600; ¹⁰ \$1,800.

¹¹ Consists of \$1,206,000 representing bonds turned over to the B. & Q. T. by the B.-M. T.; \$51,000 bonds invested in Fund for Replacement of Equipment; (see note 6 above) and \$2,241,000 bonds issued in lieu of Atlantic Ave. Gen. Mtge. 5's and held in treasury of Company.

¹² See note 15 on preceding double page.

corporations), June 30, 1934 : (C) Funded debt — Concluded

PORTION HELD BY ASSOCIATED STREET RAILWAY CORPORATIONS IN NEW YORK CITY		Portion not so held	Amount outstanding as per Balance Sheet	INTEREST DURING YEAR	
Amount	Company			Accrued	Paid
[\$1,860,000 00]	—	\$24,551,388 48	\$24,551,388 48	\$235,335 51	\$243,994 44
	—	286,060 00	286,060 00	14,307 11	14,750 00
	—	115,000 00	115,000 00	6,900 00	6,884 44
	—	3,567,306 48	3,567,306 48	214,128 40	222,360 00
	—	20,583,022 00	20,583,022 00	(1)	(1)
[350,000 00]	B'way & Seventh Ave.		[350,000 00]		
[1,500,000 00]	B'way & Seventh Ave.		[1,500,000 00]		
677,000 00	New York Railways	23,000 00	700,000 00	(2)	(2)
3,749,000 00	New York Railways	1,309,000 00	* 5,058,000 00	(4)	(4)
976,000 00	New York Railways	24,000 00	* 1,000,000 00	(5)	(5)
1,491,000 00	New York Railways	166,000 00	1,657,000 00	9,000 00	9,000 00
1,191,000 00	New York Railways	166,000 00	1,357,000 00	(2)	(2)
150,000 00	New York Railways		150,000 00	(2)	(2)
150,000 00	New York Railways		150,000 00	9,000 00	9,000 00
6,893,000 00		26,073,388 48	32,966,388 48	244,335 51	252,994 44
\$7,210,000 00		\$74,545,388 48	\$85,742,888 48	\$2,663,265 51	\$2,103,568 19
		\$26,446,000 00	\$26,852,000 00	\$1,247,766 05	\$1,257,449 00
		1,409,000 00	1,409,000 00	70,450 00	70,475 00
		2,656,000 00	2,703,000 00	7 144,200 00	143,400 00
		1,902,000 00	1,902,000 00	8 80,000 00	80,080 00
		1,955,000 00	1,968,000 00	9 100,000 00	100,450 00
		660,000 00	660,000 00	33,000 00	32,600 00
		10,251,000 00	10,302,000 00	10 413,880 00	415,020 00
		5,705,000 00	6,000,000 00	300,000 00	300,337 50
		1,500,000 00	1,500,000 00	75,000 00	75,000 00
		375,000 00	375,000 00	28,906 25	37,512 50
		33,000 00	33,000 00	2,329 80	2,574 00
		[166,000 00]	[166,000 00]	[6,750 00]	[6,750 00]
		[150,000 00]	[150,000 00]	[6,750 00]	[6,750 00]
		[6,000 00]	[6,000 00]		
		\$26,446,000 00	\$26,852,000 00	\$1,247,766 05	\$1,257,449 00
		\$100,000 00	\$100,000 00	\$6,000 00	\$6,000 00
\$7,210,000 00		\$101,091,388 48	\$112,694,888 48	\$3,917,021 56	\$3,367,017 19
\$7,244,000 00		\$440,293,816 50	\$503,417,316 50	\$24,431,425 73	\$23,245,946 36

RECONCILIATION WITH INTEREST ON FUNDED DEBT AS PER INCOME STATEMENT, TABLE XV, A

Interest as per above (Table XX)..... \$24,431,425 73
Add:

Interest on New York Railway bonds (not included in Income Statement by Company, but included in Table XV, A, by Div. of Statistics of this Commission)..... \$1,234,981 32
Interest (net) charged to Income on bonds of Brooklyn & Queens Transit retired during year:
Atlantic Ave. Imp. Mtge. 5's..... 4,908 33
Brooklyn, Bath & West End Gen. Mtge. 5's..... 1,387 50
1,241,277 15
\$25,672,702 88

Deduct:

Interest on Funded Debt charged to Construction:
Interborough Rapid Transit..... \$56,937 09
New York Rapid Transit..... 4,538 52
\$61,475 61
Interest on certain reacquired bonds of Brooklyn & Queens Transit charged to Interest Receivable..... 16,370 00
Interest on 23d Street First Mtge. 6's (see note 11, page 297)..... 9,000 00
Interest on bonds of Manhattan Ry. included in Rent for Lease of Road and Equipment (I. R. T.-Elev. Div.) in Table XV, A.... 1,808,240 00
1,895,085 61
Interest as per Table XV, A..... \$23,777,617 27

TABLE XX. Capitalization (stocks, bonds and notes to controlling corporations), June 30, 1934:
 (D) Certificates of indebtedness and other permanent debt¹ (unfunded in form) owing to system companies
 (The term controlling corporation includes also any intermediary corporation)

COMPANY AND DESCRIPTION OF DEBT	Creditor Company	Amount of debt, June 30, 1934	Increase or (D) decrease during year
MANHATTAN AND BRONX SURFACE			
Kingsbridge Railway:			
4% note.....	Third Avenue.....	\$2,248,792 70	
Construction advances.....	Third Avenue.....		D \$13,722 49
Total.....		2,248,792 70	D 13,722 49
42d St., Manh. & St. N. Ave.:			
4% note.....	Third Avenue.....	6,391,967 44	
5% note.....	Third Avenue.....	23,185 54	
Second mtge. 6% Income Bonds (matured).....	Third Avenue.....	1,487,000 00	
Total.....		7,902,152 98	
New York City Interborough:			
5% note.....	Third Avenue.....	7,358 29	
First mtge. Sinking Fund 4% Bonds (matured).....	Third Avenue.....	1,032,000 00	D 775,000 00
Total.....	New York City Interborough.....	1,039,358 29	D 775,000 00
Southern Boulevard:			
4% note.....	Third Avenue.....	72,350 73	
5% note.....	Third Avenue.....	64,013 97	
4% note.....	Union.....	50,108 01	
Total.....		186,472 71	
Union:			
4% note.....	Third Avenue.....	4,715,064 39	
Bronx Traction:			
4% note.....	Union.....	181,638 17	
5% note.....	Third Avenue.....	131,067 61	
Construction advances.....	Union.....	809,308 49	D 20,743 88
Total.....		1,122,014 27	D 20,743 88
Westchester Electric:			
4% note.....	Third Avenue.....	1,307,221 82	
5% note.....	Third Avenue.....	153,536 36	
4% note.....	Union.....	491,402 99	
Total.....		1,952,161 17	
Third Ave. Ry. System in City		19,263,016 51	D 809,466 37
New York Railways:			
South Ferry R. R. First Mtge. 5% Bonds (matured).....	B'way & Seventh Avenue.....	350,000 00	
Broadway Surface R. R. First Mtge. 5% Bonds (matured).....	B'way & Seventh Avenue.....	1,500,000 00	
Total.....		1,850,000 00	
Total.....		\$21,103,016 51	D \$809,466 37
BROOKLYN SURFACE			
South Brooklyn:			
Certificates of Indebtedness, 6's.....	Brooklyn & Queens Transit.....	\$1,375,000 00	D \$210,000 00
Bush Terminal:			
Construction advances.....	Bush Terminal Co.....	336,045 00	
Total.....		\$1,711,045 00	D \$210,000 00
QUEENS SURFACE			
Manhattan & Queens:			
Judgment unpaid, 6%.....	Gas & Electric Securities Co.....	\$1,150,000 00	
Grand total.....		\$23,964,061 51	D \$1,019,466 37

¹ Includes notes, construction advances and matured funded debt held by system companies.

² Held in Sinking Fund.

³ Exclusive of D \$31,000, representing notes of the Southfield Beach, which discontinued all operation September 10, 1933.

TABLE XX. Capitalization (stocks, bonds and notes to controlling corporations), June 30, 1934:
 (E) Details of corporate stock and corporate stock notes of the City of New York
 outstanding and allotted for construction of rapid transit railroads ¹

CONTRACT AND ISSUE	Interest rate %	Amount of actual issue (par value) ²	Cash realized ³
Contract No. 1 (all lines in operation):			
Corporate Stock	3	\$1,500,000 00	\$1,522,020 96
Corporate Stock	3½	1,165,000 00	1,165,000 00
Corporate Stock	3½	41,885,000 00	43,742,680 10
Corporate Stock	4	1,506,417 83	1,509,666 69
Corporate Stock	4½	4,696,464 23	4,751,399 00
Corporate Stock	4½	1,845,349 54	1,901,431 30
Total	—	⁴ \$52,598,231 60	⁴ \$54,592,198 05
Portion on lines in operation	—	⁴ \$2,598,231 60	^{4, 5} Est 54,488,668 11
Contract No. 2 (all lines in operation):			
Corporate Stock	3½	\$1,000 00	\$1,000 00
Corporate Stock	3½	1,815,000 00	1,832,499 74
Corporate Stock	4	961,400 00	967,090 38
Corporate Stock	4½	2,063,645 60	2,085,842 88
Corporate Stock	4½	1,776,500 14	1,819,212 48
Total	—	⁴ \$6,617,545 74	⁴ \$6,705,645 48
Portion on lines in operation	—	⁴ \$6,617,545 74	^{4, 5} Est 6,667,517 14
Contract No. 3:			
Corporate Stock	4	\$2,225,557 35	\$2,239,040 35
Corporate Stock	4½	47,786,068 21	48,516,892 58
Corporate Stock	4½	53,605,785 77	54,565,060 48
Corporate Stock Notes	6	250,000 00	250,000 00
Total	—	\$103,867,411 33	\$105,570,993 41
Portion on lines in operation	—	⁶ Est 102,000,000 00	⁵ Est 104,000,000 00
Contract No. 4:			
Corporate Stock	4	\$14,461,513 59	\$14,587,197 94
Corporate Stock	4½	76,380,821 96	77,516,744 07
Corporate Stock	4½	79,102,221 82	80,757,050 88
Corporate Stock Notes	6	2,500,000 00	2,500,000 00
Total	—	\$172,444,557 37	\$175,360,992 89
Portion on lines in operation	—	⁶ Est 171,000,000 00	⁵ Est 173,000,000 00
Contracts Nos. 3 and 4:			
Corporate Stock	4½	\$829,142 73	\$857,391 61
Portion on lines in operation	—	(7)	(7)
Total Rapid Transit Construction:¹			
Corporate Stock	3	\$1,500,000 00	\$1,522,020 96
Corporate Stock	4½	1,166,000 00	1,166,000 00
Corporate Stock	3½	43,700,000 00	45,575,179 84
Corporate Stock	4	19,154,888 77	19,302,995 36
Corporate Stock	4½	130,927,000 00	132,870,878 53
Corporate Stock	4½	137,159,000 00	139,900,146 75
Corporate Stock Notes	6	2,750,000 00	2,750,000 00
Grand total	—	\$336,356,888 77	\$343,087,221 44
Portion on lines in operation	—	⁶ \$32,215,777 34	⁵ Est 338,156,185 25

NOTE.—The figures shown here were obtained from a statement furnished by the Auditor of Rapid Transit Costs, of the Transit Commission.

¹ For Contracts Nos. 1, 2, 3 and 4 only. In addition there was issued for construction of New City Subway, as follows:

	Interest rate %	Amount of actual issue (par value) ²	Cash realized ³
Corporate Stock	3	\$52,000,000 00	\$52,006,188 00
Corporate Stock	3½	104,000,000 00	104,000,000 00
Corporate Stock	4	⁸ 99,300,000 00	99,862,620 80
Corporate Stock	4½	107,203,000 00	109,513,346 06
Corporate Stock	5½	⁹ 52,000,000 00	52,734,281 92
Corporate Stock Notes	4	17,630,000 00	17,630,000 00
Corporate Stock Notes	4½	4,095,000 00	4,095,000 00
Corporate Stock Notes	5	44,395,000 00	44,395,000 00
Corporate Stock Notes	6	35,400,000 00	35,400,000 00
Total	—	\$516,023,000 00	\$519,636,436 78

² Outstanding at June 30, 1934.

³ Represents total cash realized from sale of Corporate Stock and Corporate Stock Notes, irrespective of the use to which the premiums were put.

⁴ Includes bonds issued for interest during operation.

⁵ Estimated by the Auditor of Rapid Transit Costs, of the Transit Commission, as the amount expended on lines in operation June 30, 1934.

⁶ The amount of issues applicable to portions of lines in operation under Contracts Nos. 3 and 4 has been estimated by the Division of Statistics and Accounts of this Commission on the basis of expenditures and cash realized.

⁷ Included in the amounts estimated under Contracts Nos. 3 and 4.

⁸ Of this amount, \$52,000,000 was redeemed December 31, 1931.

⁹ This issue was redeemed December 15, 1932.

TABLE XX. Capitalization (stocks, bonds and notes to controlling corporations), June 30, 1934:
(F) Capitalization affected by the issue and retirement of securities during year

COMPANY AND ISSUE	AMOUNT OF		Reason for issue or retirement
	Issue	Retirement	
CAPITAL STOCK			
Jamaica Central.....	—	\$20,000 00	Operation discontinued November 25, 1933.
Richmond Railways.....	—	5,309,468 52	Operation discontinued January 26, 1934.
Southfield Beach.....	—	249,800 00	Operation discontinued September 10, 1933.
FUNDED DEBT			
Interborough Rapid Transit:			
First and refunding mtge., 53-year 5's.....	—	[5,897,000 00]	Deposited in Sinking Fund.
First and refunding mtge., 53-year 5's.....	\$151,000 00	—	Withdrawn from Special Trust and delivered to Guaranty Trust Co., Trustee, for payment into Sinking Fund.
New York Rapid Transit:			
N. Y. R. T. Ref. mtge. S. F. 5's, Series A.....	—	952,000 00	Purchased and deposited in Sinking Fund.
N. Y. R. T. Ref. mtge. S. F. 6's, Series B.....	—	84,000 00	Purchased and deposited in Sinking Fund.
.....	—	[61,000 00]	Held on June 30, 1933, for deposit in Sinking Fund on July 1, 1933.
.....	—	48,000 00	Purchased and held for Sinking Fund payment of July 1, 1934.
N. Y. R. T. First & ref. mtge. S. F. 6's, Series A.....	700,000 00	—	Of which \$450,000 were issued in accordance with Transit Commission's Order in Case 3069, representing the balance of \$1,000,000 authorized; and \$250,000 were issued in Case 3167. All the bonds issued during the year were sold to the Depreciation Fund Board under Contract No. 4.
.....	—	43,000 00	Purchased and deposited in Sinking Fund.
.....	—	13,000 00	Purchased and held for Sinking Fund payment of July 1, 1934.
New York Railways:			
Sixth Ave. Purchase Mtge. 5's.....	—	215 00	Reacquired and held uncanceled.
Prior Lien Mtge. Series A, 6's.....	—	5,000 00	Reacquired and held uncanceled.
Brooklyn & Queens Transit:			
Brooklyn, Bath & West End Gen. Mtge. 5's due October 1, 1933.....	—	111,927 50	Matured.
Atlantic Avenue R. R. Imp. Mtge. 5's due January 1, 1934.....	—	197,000 00	Matured.
Equipment Trust Gold Cdfs. Series A, 5%.....	—	375,000 00	Paid during year.
Debentures — Osgood-Bradley Car Corp.....	—	13,200 00	Paid during year.

STREET RAILWAY COMPANIES

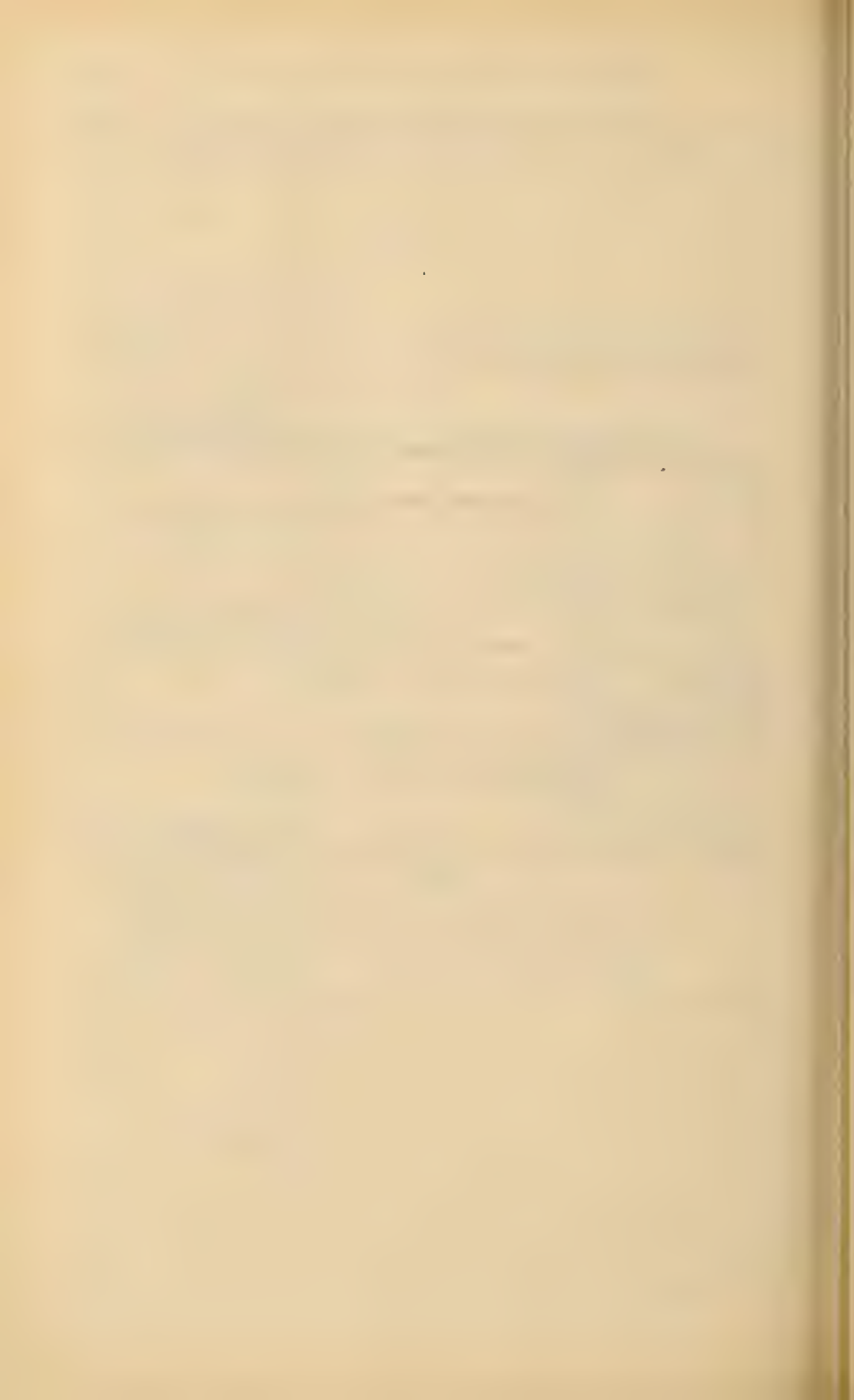
Year ended June 30, 1934

CORPORATE ORGANIZATION, IMPORTANT CHANGES, ETC.

(Individual companies in alphabetical order)

TABULATIONS OF RETURNS

(A topical index of the tables appears on the next page; for complete list see Table of Contents.)



STREET RAILWAY COMPANIES

Most of the statistical and accounting data included in the reports of the traction companies operating in New York City are contained in the tables listed below. The abstracts are concerned chiefly with changes during the year, and they are generally limited to the following headings, viz.,

- Corporate organization
- Intercorporate relationship
- Important changes during the year
- Fixed capital changes
- Corporate surplus or deficit
- Power bought, sold or exchanged
- Officers and Directors

The arrangement of the tables in Chapter II according to topics is as follows:

Description of Road and Equipment

- Track Mileage, Table I
- Cars, Table II

Operating Statistics

- Power Produced and Used, Table III
- Car Movement, Table IV
- Passenger Movement, Table V
- Car and Passenger Movement by Months, Table VI
- Car and Passenger Movement by Routes, Table VII
- Operating Ratios, Table VIII
- Casualties, Table IX
- Accident and Damage Claims, Table X
- Employees and Wages, Table XI

Income Statement

- Income Account, Table XV
- Operating Revenues, Table XII
- Operating Expenses, Table XIII
- Taxes, Table XIV
- Damage Claims, Table X

Assets and Liabilities

- Balance Sheets, Table XVI
- Fixed Capital, Table XVII
- Miscellaneous Investments, Table XVIII
- Accrued Amortization of Capital, Table XIX
- Securities, Table XX

NOTE REGARDING DEPRECIATION ACCOUNTS

The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation or credited if the actual amount expended for repairs exceeds the estimated deterioration. Three depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures," "Depreciation of Equipment," and "General Amortization"; amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve.

Under paragraph 30, where the term "amortize" is first used in the accounting order, there appears the following explanatory note:

"NOTE.—By 'amortization' of any charge or credit is meant its gradual extinction. The word is broader than the word 'depreciation,' since the latter is restricted ordinarily to tangible property. The word 'depreciation' also imports more of the idea of fluctuating value and is complicated somewhat with the question of cost of replacement at market prices. Because it is considered unnecessary in connection with the gradual consumption or expiration of life of capital to consider the question of cost of replacement until the replacement is actually made, at which time the cost of replacement is duly charged to the appropriate account, and because provision is necessary for the gradual extinction of certain charges (such as those for some kinds of capital, those for extraordinary casualties, for discount on debt, etc.), to which the term 'depreciation' does not well apply, it is considered advisable to use the term 'amortization' in connection with the extinction of such charges, and of certain corresponding credits, such as premiums on debt outstanding."

The text of the depreciation accounts is as follows:

(730.) DEPRECIATION OF WAY AND STRUCTURES

Each month the sum of the amounts charged for that month to the foregoing repair accounts in Maintenance of Way and Structures shall be compared with the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during the month on all way and structures of the accounting corporation. If the estimated deterioration exceeds the total repairs, the account "Depreciation of Way and Structures" shall be debited and the reserve account "Accrued Amortization of Capital" shall be credited with an amount equal to the excess. If the sum of the repairs exceeds the estimated deterioration, the account "Accrued Amortization of Capital" shall be debited and "Depreciation of Way and Structures" credited with an amount equal to the excess. Where capital is substantially continuous, such as tracks, and can not be satisfactorily individualized, the capital shall be kept in efficient operating condition through repair, and the renewals and replacements of parts thereof shall be considered repairs. In the case of building, towers, bridges, trestles, and other separate structures capable of being readily individualized, charges to this account must be sufficient to provide (in respect of such capital) in the account "Accrued Amortization of Capital," by the time such structures go out of service, a reserve equal to the original cost thereof, less salvage, to which account such original cost, less salvage, may be charged, [except as provided in account (No. S 100) "Fixed Capital, December 31, 1908."]

NOTE.—Until otherwise ordered, the "amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during" any month shall be based on a rule determined by the accounting corporation. Such rule may be derived from a consideration of the said corporation's history and experience during the preceding five years, and the accrual may be on the basis of revenue car miles. Whatever may be its basis, such rule and a sworn statement of the facts and expert opinions and estimates upon which it is based shall be filed with the Public Service Commission on or before July 1, 1909; each amendment of such rule and a sworn statement of the facts and expert opinions and estimates upon which such amendment is based shall be filed with the Public Service Commission before it is used by the accounting corporation, and shall show the date when it is to be effective. Such rules and statements shall be filed upon sheets 8½ x 11 inches or 9½ x 12 inches and shall be entitled "Rule of the [here naming the accounting corporation] concerning Depreciation of Way and Structures."

(Uniform System of Accounts of Street and Electric Railways, page 54.)

(760.) DEPRECIATION OF EQUIPMENT

Each month the sum of the amounts charged for that month to the foregoing repair accounts in Maintenance of Equipment shall be compared with the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during the month on all equipment of the accounting corporation. If the estimated deterioration exceeds the total repairs, the account "Depreciation of Equipment" shall be debited and the reserve account "Accrued Amortization of Capital" credited with an amount equal to the excess; if the sum of the repairs exceeds the estimated deterioration, the account "Accrued Amortization of Capital" shall be debited and "Depreciation of Equipment" credited with an amount equal to the excess. The net amount charged (or credited) to this account for any month, and concurrently credited (or charged) to the reserve account "Accrued Amortization of Capital," must be sufficient, [except as provided in the account (No. S 100) "Fixed Capital, December 31, 1908,"] to provide in that account, in respect of the several items of equipment by the time such items go out of service, a reserve equal to the original cost thereof, less salvage. When any capital is retired from service, the amount (estimated if not known) originally charged to a capital account in respect thereof shall be credited to such capital account, and (except as provided in the account "Fixed Capital, December 31, 1908") the original money cost of such capital less salvage, if any, shall be charged to the account "Accrued Amortization of Capital," any necessary adjusting entry being made in the proper account under "Corporate Surplus or Deficit."

NOTE.—Until otherwise ordered, the "amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during" any month shall be based on a rule determined by the accounting corporation. Such rule may be derived from a consideration of the said corporation's history and experience during the preceding five years, and the accrual may be on the basis of revenue car miles. Whatever may be its basis, such rule and a sworn statement of the fact and expert opinions and estimates upon which it is based shall be filed with the Public Service Commission on or before July 1, 1909; each amendment of such rule and a sworn statement of the facts and expert opinions and estimates upon which such amendment is based shall be filed with the Public Service Commission before it is used by the accounting corporation and shall show the date when it is to be effective. Such rules and statements shall be filed upon sheets $8\frac{1}{2} \times 11$ or $9\frac{1}{2} \times 12$ inches and shall be entitled "Rules of the [here naming the accounting corporation] concerning Depreciation of Equipment."

(Uniform System of Accounts of Street and Electric Railways, page 59.)

(S842.) GENERAL AMORTIZATION

Charge to this account at the close of each fiscal period and credit to the account "Accrued Amortization of Capital" such amount as is attributable to the period in respect of amortization of intangible capital not assignable to Maintenance of Way and Structures or to Maintenance of Equipment. This includes such matters as amortization of limited franchises, amortization of organization, etc., which shall be based on rule to be filed with Public Service Commission on or before July 1, 1909.

(Uniform System of Accounts of Street and Electric Railways, page 68.)

(374.) ACCRUED AMORTIZATION OF CAPITAL

Credit to this account such amounts as are charged from time to time to "Operating Expense," or other accounts to cover depreciation of way and structures, depreciation of equipment, and other amortization of capital. When any capital is retired from service, the original money cost thereof (estimated if not known, and where estimated, that fact and the facts upon which the basis is estimated shall be stated in the entry), less salvage, shall (except as provided in the account "Fixed Capital, December 31, 1908") be charged to this account. The amount originally entered or contained in the charges to any capital account in respect of such capital so going out of service shall be credited to such capital account, and any necessary adjusting entry made to the appropriate sub-account under the account "Corporate Surplus or Deficit."

(Uniform System of Accounts of Street and Electric Railways, page 31.)

NOTE REGARDING INVESTMENTS

Companies are required to classify Miscellaneous Investments as follows:

- (A) Free investments.
- (B) Sinking and other contractual fund investments,
- (C) Mortgaged or pledged investments, and
- (D) Other bound investments,

and under (B), (C), and (D), describe the sinking fund contract, mortgage, pledge or other thing out of which the lien or restriction in regard to the investment arises.

Companies are also required to follow each such description with a list of the investments subject to the lien or restriction, and under each such list (and under group A) classify the investments in the following order:

- (1) bonds of corporations independent of the respondent,
- (2) other funded debt of independent corporations,
- (3) stocks of independent corporations,
- (4) bonds of associated corporations,
- (5) other funded debt of associated corporations,
- (6) stocks of associated corporations,
- (7) advances to associated corporations,
- (8) land,
- (9) improvements on land,
- (10) securities of federal, state, territorial and other local governments, and
- (11) all other investments, stating them in detail.

Each security of any of the foregoing classes must be shown separately and its description must give:

- (a) the name of the issuing company and the name of the security,
- (b) the nominal date of issue thereof (if the security is a bond or other evidence of indebtedness),
- (c) the date of maturity (if any),
- (d) the rate, and
- (e) the dates of maturity of interest or of contractual dividends (if any),
- (f) the par value of the amount held at the close of the year,
- (g) the date of acquisition by the respondent,
- (h) the actual money (or other) cost to the respondent,
- (i) the amount at which it is carried on the books of the respondent at the close of the year,
- (j) The income accrued accrued therefrom during the year, and
- (k) the income therefrom actually received during the year.

Each thing other than a security must be described with sufficient detail to identify it, and in connection therewith must be shown (g) the date of acquisition by the respondent, (h) the actual cost to the respondent, (i) the amount at which it is carried on the books of the respondent at the close of the year, (j) the income accrued therefrom during the year, and (k) the income therefrom actually received during the year. *If any such security or other property was acquired for a consideration other than money, that fact must be stated and the actual consideration given for it must be shown.*

Reacquired securities or any nominally issued securities or any loans and advances on open account, except in the case of those made to associated companies for construction purposes not includible in schedule Bills and Accounts Receivable from Associated Companies, are required to be excluded from the statement of miscellaneous investments.

By "associated companies" as the phrase is above used, are meant controlling, affiliated and controlled or other subsidiary corporations of the respondent.

THE BLEECKER STREET AND FULTON FERRY RAILROAD COMPANY**OPERATED UNDER AGREEMENT**

Incorporated December 12, 1864. Leased to the Twenty-third Street Railway Company January 10, 1876 for 99 years. Through a number of transactions the lease passed to the New York Railways Company, which operated the property as lessee on a fixed rental basis until midnight of March 12, 1925. On March 13, 1925 the New York Railways Company, Receiver, agreed to operate the property for the account of this company and operation has been continued by the New York Railways Corporation in accordance with such agreement from April 30, 1925 to January 1, 1928, when a new agreement, drawn up later, was effective.

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925 under the Reorganization Plan.

Important Changes during Year.—None.

Corporate Surplus.—Credit balance at beginning of year and at June 30, 1934, \$98,821.88. This amount is exclusive of \$90,435.48, rental not paid by lessee ($1\frac{1}{2}$ per cent per annum on \$900,000 capital stock for period from July 1, 1918 to March 12, 1925), and \$3,719.35 allowance for corporate expenses (January 1, 1919 to March 12, 1925 at \$600 per annum), which amounts do not appear upon the Company's books.

Officers.—President, H. J. Sheeran; Vice-President, J. T. McCarthy; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, C. A. Muth; General Attorney, Cotton, Franklin, Wright & Gordon.

Directors.—H. J. Sheeran, F. B. Gordon, J. S. Dunham, C. A. Muth, F. J. McGarey, J. A. Fowler, Jr.

Main Business Office.—123 West 146th Street, New York, N. Y.

Report verified by H. J. Sheeran, President, September 29, 1934.

BRIDGE OPERATING COMPANY

(NOT OPERATED)

Incorporated July 29, 1904. Stock control is held jointly by the New York Railways Company and the Brooklyn Rapid Transit Company (now the Brooklyn-Manhattan Transit Corporation), each of which holds \$50,000.

The Company had permits for operation over the Williamsburg Bridge and such operation was carried on by the Brooklyn Heights Railroad Company as operating agent. The last permit having expired May 31, 1920, operation was carried on to December 1, 1923 under the name of the Williamsburg Bridge Line, in which the Bridge Operating Company had no interest. From December 1, 1923 to February 15, 1931 operation was carried on by the Department of Plant and Structures of the City of New York, after which the Brooklyn & Queens Transit Corporation has operated the local cars under an agreement with the City.

Important Changes during Year.—None.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$97,064 55	"Fixed Capital, December 31, 1908".....	\$97,064 55
	Current Assets:	
\$11,036 02	Cash	\$11,036 02
500 00	Special deposit	500 00
139,901 51	Accounts receivable ¹	142,845 51
\$151,437 53	Total current assets.....	\$154,381 53
\$248,502 08	Total Assets	\$251,446 08
	LIABILITIES AND CAPITAL	
\$100,000 00	Common Stock	\$100,000 00
	Unfunded Debt:	
\$17,539 87	Judgments unpaid	\$18,297 87
7,494 13	Miscellaneous accounts payable.....	7,494 13
\$25,034 00	Total unfunded debt.....	\$25,792 00
\$121,170 00	Reserve for Doubtful Accounts.....	\$129,906 00
\$2,298 08	Corporate Surplus or (D) Deficit.....	D \$4,251 92
\$248,502 08	Total Liabilities and Capital.....	\$251,446 08

Officers.—Vice-President, W. L. Pepperman; Assistant Treasurer, F. S. Richards.

Directors.—G. D. Yeomans, W. L. Pepperman, F. T. Wood, Ralph Norton. Terms expired January 31, 1920, but no election of Directors has been held since.

Main Business Office.—123 West 146th Street, New York, N. Y.

Report verified by F. S. Richards, Assistant Treasurer, September 27, 1934.

¹ Includes \$8,500, representing 6% on capital stock for the 17 months ended May 31, 1920 (payable to stockholders under agreement of June 21, 1907). This amount is not taken on the books of the Company.

BROADWAY AND SEVENTH AVENUE RAILROAD COMPANY**OPERATED UNDER AGREEMENT (IN RECEIVERSHIP)**

Incorporated May 26, 1864. Leased to the Houston, West Street and Pavonia Ferry Railroad Company on May 13, 1890. On December 12, 1893 the lessee was consolidated with others to form the Metropolitan Street Railway Company, the latter being succeeded on January 1, 1912 by the New York Railways Company which operated this company's property (for which a Receiver was appointed on September 30, 1919) as lessee on a fixed rental basis until midnight of January 15, 1924. On January 16, 1924 the New York Railways Company, Receiver, agreed to operate the property for the account of this company and operation has been continued by the New York Railways Corporation in accordance with such agreement from April 30, 1925 to July 1, 1925, when an agreement was drawn up.

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925 under the Reorganization Plan.

Important Changes during Year.—None.

Corporate Deficit

Credit balance at beginning of year.....	1 \$432 48
Net corporate loss for year.....	3,387 44
Deficit, June 30, 1934.....	1 \$2,954 96

Officers.—President and Receiver, H. J. Sheeran; Vice-President, J. T. McCarthy; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, C. A. Muth; General Attorney, Cotton, Franklin, Wright & Gordon.

Officers for Receiver.—Secretary and Treasurer, F. B. Gordon; Auditor, C. A. Muth; General Attorney, Cotton, Franklin, Wright & Gordon.

Directors.—H. J. Sheeran, J. T. McCarthy, H. J. Smith, F. B. Gordon, C. A. Muth, F. J. McGarey, T. G. Walker, H. P. Huber, J. A. Fowler, Jr.

Main Business Office.—123 West 146th Street, New York, N. Y.

Report verified by Hugh J. Sheeran, Receiver, September 29, 1934.

¹ These amounts exclude \$1,110,403.23 rental not paid by lessee (10 per cent per annum on \$2,100,000 capital stock, from October 1, 1918 to January 15, 1924), which is not reflected on the books of the Company.

THE BRONX TRACTION COMPANY

LESSOR

Incorporated May 20, 1904 as a consolidation of the Suburban Traction Company, the West Farms & Westchester Traction Company, the Van Nest, West Farms & Westchester Traction Company, the Wakefield & Westchester Traction Company and the Williamsbridge & Westchester Traction Company, all of which were incorporated April 29, 1892. The Union Railway Company of New York City controls this company through ownership of a majority of its stock and operates its property under agreement dated November 2, 1904.

Important Changes during Year.—None.

Corporate Deficit

Deficit at beginning of year.....	\$117,161 71
Debits to write off Rents, etc., due from the Union Railway Co.	174,822 58
Total debits	\$291,984 29
Credits to cancel and bring the balances of accounts into agreement with the books of the Union Railway Co. as of June 30, 1934:	
Interest on Notes.....	\$183,454 38
Construction Advances	20,743 88
	204,198 26
Deficit, June 30, 1934.....	\$87,786 03

Officers.—President, S. W. Huff; Vice-President, L. Sutherland; Secretary, V. McQuiston; Assistant Secretary, J. A. Thake; Treasurer, A. D. Sage; Assistant Treasurer, F. T. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison.

Directors.—G. W. Davison, J. W. Platten, S. W. Huff, J. H. Seaman, L. F. Straus.

Main Business Office.—2396 Third Avenue, New York, N. Y.

Report verified by Leslie Sutherland, Vice-President, October 1, 1934.

THE BROOKLYN AND NORTH RIVER RAILROAD COMPANY

(NOT OPERATED)

Incorporated January 2, 1912. Discontinued operation October 5, 1919. The Company reports ownership of its capital stock by the following corporations: Brooklyn Heights Railroad Co. and Nassau Electric Railroad Co., 125 shares each; Coney Island & Brooklyn Railroad Co., New York Railways Co. and Third Avenue Railway Co., 250 shares each.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$125,815 67	Fixed Capital	\$125,815 67
60,555 85	Less Accrued amortization of capital.....	65,284 85
\$65,259 82	Fixed capital—net investment.....	\$60,530 82
\$10,325 00	Miscellaneous Investments	\$10,325 00
\$10,473 45	Accounts Receivable	\$10,473 45
\$31,248 77	Suspense ¹	\$31,248 77
\$117,307 04	Total Assets	\$112,578 04
LIABILITIES AND CAPITAL		
\$100,000 00	Capital Stock	\$100,000 00
	Unfunded Debt:	
\$10,108 44	Taxes accrued	\$10,108 44
777,553 69	Working advances due associated companies..	793,232 79
760 21	Miscellaneous accounts payable	760 21
5 96	Due for wages and salaries	5 96
\$788,428 30	Total unfunded debt.....	\$804,107 40
\$2,065 43	Casualties Reserve	\$2,065 43
D \$773,186 69	Corporate Surplus or (D) Deficit.....	D \$793,594 79
\$117,307 04	Total Liabilities and Capital.....	\$112,578 04

Officers.—President, S. W. Huff; Vice-President, A. B. Scoville; Secretary, F. B. Gordon; Treasurer, F. S. Richards; General Attorney, J. L. Quackenbush.

Directors.—S. W. Huff, William Siebert, George D. Yeomans, D. A. Marsh, Lincoln Van Cott, Alfred T. Davison, Albert T. Brophy, F. B. Gordon, R. M. Beckett, Addison B. Scoville, F. S. Richards.

Main Business Office.—123 West 146th Street, New York, N. Y.

Report verified by Addison B. Scoville, Vice-President, September 28, 1934.

¹Assets delivered to Third Avenue Railway Co. under agreement and assignment dated September 27, 1928.

BROOKLYN AND QUEENS TRANSIT CORPORATION

Consolidated July 1, 1929 under New York State Railroad Law, under Joint Agreement of Merger and Consolidation dated May 1, 1929, of the following companies:

1. Nassau Electric Railroad Company (incorporated March 13, 1893)
 2. Brooklyn, Queens County & Suburban Railroad Company (incorporated November 24, 1893)
 3. Coney Island & Gravesend Railway Company (incorporated March 22, 1893)
 4. The Coney Island & Brooklyn Railroad Company (incorporated December 10, 1860)
 5. The Brooklyn City Railroad Company (incorporated December 17, 1853)
- As of November 12, 1929 the DeKalb Avenue & North Beach Railroad Company (lessor) was merged into the new Corporation.

Stock control is held by the Brooklyn-Manhattan Transit Corporation.

Important Changes during Year.—There was added during the year, 0.056 miles of first track on Stewart Street between Metropolitan Avenue and Grand Street.

The Company reports the "temporary removal" of 3.941 miles of first track and 8.278 miles of single track. Due to a revision of figures there was reflected a decrease of 0.336 miles of first and 0.672 miles of single track, and an increase of 0.337 miles of yard track at Avenue J Sand Pit.

Changes in Miscellaneous Investments were as follows:

<i>In Fund for Replacement of Equipment:</i>	<i>Par value</i>	<i>Cost</i>
Acquired:		
B. & Q. Service Co., Inc., Car Purchase		
Notes, 6% ¹	\$304,000 00	\$304,000 00
Other Investments:		
Disposed of:		
South Brooklyn Ry. Co. Cts. of Indebtedness:		
Received payment on account.....	\$210,000 00	\$210,000 00
Sold to B.-M. T. Corp.....	499,865 84	499,865 84
Sold to Brooklyn Bus Corp.....	199,846 64	199,846 64
B. & Q. Service Co., Inc., Car Purchase		
Notes, 6%:		
Received payment on account.....	15,000 00	15,000 00
Transferred to Fund for Repl. of Equip.	304,000 00	304,000 00
Railroad Bonds, matured.....	41,000 00	38,982 00
Decrease in Other Investments.....	\$1,269,712 48	\$1,267,694 48
Net decrease in Miscellaneous Investments....	\$965,712 48	\$963,694 48

The company retired during the year the following issues of outstanding bonds:

Brooklyn, Bath & West End General Mortgage 5's, due October 1, 1933.....	\$111,927 50
Atlantic Avenue R. R. Improvement Mortgage 5's, due January 1, 1934.....	197,000 00
Total	\$308,927 50

The annual payment of \$375,000 was made on Equipment Trust 5% Gold Certificates, Series A, and \$13,200 on debentures of Osgood Bradley Car Corp.

¹ Transferred from Other Investments to Fund for Replacement of Equipment.

Brooklyn and Queens Transit Corporation

The Company declared dividends of \$6 per share (\$1,699,500) on 283,250 shares of no par value preferred stock as follows:

\$1.50 per share (\$424,875) on August 21, 1933, payable October 2, 1933;

\$1.50 per share (\$424,875) on November 20, 1933, payable January 2, 1934;

\$1.50 per share (\$424,875) on February 19, 1934, payable April 2, 1934; and

\$1.50 per share (\$424,875) on May 21, 1934, payable July 2, 1934.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed	Retired
"Fixed Capital, December 31, 1908":		
Track and roadway construction.....		\$132,307 67
Electric line construction.....		3,319 68
Purchase of Road and Equipment.....		908,711 89
Total, "Fixed Capital, December 31, 1908".		\$1,044,339 24
Fixed Capital Installed since December 31, 1908:		
Right of way.....	\$276 90	
Other street railway land.....	12,749 94	
Ballast	503 55	
Ties	16,775 14	\$27 00
Rails, rail fastenings and joints.....	70,862 55	
Special work	42,197 46	775 00
Track laying and surfacing.....	2,393 21	150 00
Paving	38,576 26	185 40
Crossings, fences and signs.....	754 64	
Interlocking and other signal apparatus.....	707 72	28 75
Poles and fixtures.....	7,517 25	118 56
Distribution system	6,187 02	3,028 94
General office buildings and fixtures.....	2,590 00	
Shops and car houses.....	782 48	297 50
Stations, waiting rooms and miscellaneous buildings	732 16	
Sub-station equipment	6,911 68	
Shop equipment	1,225 26	6,431 45
Revenue cars	1,716 02	38,193 00
Electric equipment of cars.....	56,217 59	15,060 00
Other rail equipment.....	5,056 31	5,505 00
Miscellaneous equipment	5,504 03	
Furniture suspense		1,712 97
Undistributed ¹		290,422 12
Total, Fixed Capital Installed since December 31, 1908.....	\$280,237 17	\$361,935 69
Total, Fixed Capital Changes.....	\$280,237 17	\$1,406,274 93

¹ See *Details of Fixed Capital Item "Undistributed"* on page 381.

Brooklyn and Queens Transit Corporation
Expenditures for Principal Projects

Installation of 7" 122# groove girder rail in place of other rail, on:	
Jay St., between Nassau and Willoughby Sts.....	\$5,214 52
Fulton St., from Lafayette Ave. to Lewis Ave.....	1,835 55
Corona Ave. & Strong's Causeway, from Woodhull St. to Geyers Bridge	1,601 53
Nostrand Ave., from Kings Highway to Avenue "U".....	12,936 69
South 4th St., from Havemeyer St. to Union Ave.....	4,847 98
Jamaica Ave., from Highland Place to Hemlock St.....	6,997 73
West 9th St., from Hamilton Ave. to Smith St.....	3,468 65
Seneca Ave., from DeKalb Ave. to Cornelia St.....	12,082 81
Atlantic Ave., from Court St. to 4th Ave.....	13,428 18
Bay Ridge Ave., from 5th to 13th Aves.....	20,289 46
Wierfield St., from Wycoff Ave. to Cypress Ave.....	4,637 68
Nostrand Ave. from Flushing Ave. to Putnam Ave.....	5,200 00
Stanhope St., from Seneca Ave. to Grandview Ave.....	1,290 00
Richards St., from Hamilton Ave. to Van Dyke St.....	6,599 50
Grand St., from Bushwick Ave. to Vandervoort Ave.....	4,900 00
Washington Ave., between Kent Ave. and Wallabout Bridge.	1,008 00
Washington Avenue, from Atlantic Ave. to Sterling Place..	1,496 00
Installation of 7" connecting curves at:	
Smith St. and Livingston St.....	7,392 00
Fulton St. and Tompkins Ave.....	3,049 94
Installation of 7" rail and 6 new supports in place of old rail and supports on Metropolitan Avenue Bridge.....	6,650 14
Installation of high strength trolley wire with suspension, and poles at:	
Metropolitan Ave. at Graham Ave. and Metropolitan and Graham Aves.....	524 58
Grand St. and Metropolitan Ave.....	1,909 10
Installation of D. T. L. H. branchoff at Kent Ave. and South 8th St.	4,517 88
Installation of new guard and groove girder rail curves in place of old rail in Private Right of Way at 84th St.....	837 22
Installation of 7" tangent track and special trackwork in place of old track in Grand St. and Metropolitan Ave., either side of English Kills Bridge.....	7,880 15
Installation of new D. T. connecting curves in place of other, S. W. corner of Bushwick and Flushing Aves.....	7,531 42
Reinstalling inner connecting curve and installing new outer curve in place of other at S. 8th St. and Wythe Ave.....	2,011 68
Installation of granite paving in Grand St., from Vandervoort to Stewart Aves.....	934 17
Installation of overhead, etc., on Canarsie Shore Terminal Loops	1,396 61
Installation of 7" 105# groove girder rail in place of other in Grand St. from Stewart Ave. to Bosserts Bridge.....	3,071 12
Installation of new 7" D. T. connecting curves in place of other at Flushing and Franklin Aves.....	6,885 81
Installation of 7" girder guard rail loop tracks and wire fence at 39th St. Ferry.....	8,054 56
Installation of single track turnout in place of groove girder rail in Jamaica Ave. west of 168th St.....	1,419 42
Installation of new terminal loop tracks at Canarsie Shore and Rockaway Pkway	4,414 98
Installation of additional feeder wire for loop tracks at Canarsie Shore Terminal.....	601 47

Brooklyn and Queens Transit Corporation

Expenditures for Principal Projects—Concluded

Installation of D. T. branchoff in place of crossing at Graham and Metropolitan Aves.....	\$1,780 72
Installation of S. T. branchoffs in Grand St. at Bedford and Driggs Aves.	3,662 48
Purchase and installation of reverse power relay panel, etc., Halsey Sub-Station	6,111 48
Purchase of 12 Hasler Tel-Recorders.....	4,551 60
Purchase of 12 P. L. Tel-Recorder Drive Equipments.....	952 43
Purchase of 1 Burroughs Accounting Machine with stand and chair	2,340 00
Acquisition of 182 G. E. motors in exchange of old motors, controllers, etc.	22,750 00
Purchase of 115 pinions for motors.....	694 77
Transfer of equipment from Halsey Sub-Station to Ave. "H" Sub-Station	538 52
Assessment account acquisition of title to Bay 10th St. from Cropsey to Warehouse Avenues, and Bay 40th St. from 80th St. to Harvey Ave.....	12,416 15
Installation of 40 flash boards in Broadway from Graham Ave. to Gerry St.....	668 33
Acquisition of 79 G. E. motors in exchange for old car equipment	10,270 00
Installation of exit door mirrors on 106 cars.....	1,051 80
Engineering, drafting, etc., in connection with construction of paint canopy in DeKalb Repair Shop.....	882 26
Installation of line switches on 76 reconstructed cars.....	22,502 82
Purchase of 2 Snow Sweepers and 1 Snow Plow.....	5,056 31
Installation of rear exit door with rubbers in 50 cars.....	499 22
Cancellation of charge in 1933 for installation of poles.....	Cr 912 56
Minor projects less than \$500.....	7,504 31
Total	<u>\$280,237 17</u>

Details of Retirements

"Fixed Capital, December 31, 1908":

Replacing 9" crossover with 7" groove girder rail in Ralph Ave. between Gates Ave. and Quincy St.....	\$736 10
Removal of:	
Double track crossing from Park Ave. and Tompkins Ave.....	431 16
Double track crossing at Broadway and Park Ave.....	419 48
Crossover from Washington St. north of Sands St.....	1,127 90
Tram girder rail from Hicks St. between Atlantic Ave. and Kane St.....	18,941 40
Tram girder rail, D. T. crossing and 2 S. T. conn. curves and installation of tangent track in Concord St. from Duffield to Washington Sts.....	24,185 85
Special trackwork from various localities.....	1,969 11
Turnout and branchoffs leading to Surface Storage Yard and installation of straight rail in place of special trackwork removed at Franklin and Sumner Aves.....	84,496 67
5 cables and 1350' of wire from Metropolitan Avenue Bridge 2264' long trough from Broadway, between Graham Ave. and Gerry St.....	1,100 73
Trolley wire with suspension from Broadway between Roebling and Havemeyer Sts.....	1,698 00
Trolley wire and span construction from Canarsie Motor Line at Shore.....	233 17
Trolley wire, feeder wire, poles, span construction, etc., in various localities	287 78
	25,140 23

Brooklyn and Queens Transit Corporation

Details of Retirements—Concluded

"Fixed Capital, December 31, 1908"—Concluded:

Disposal of 646 motors, 404 controllers and 219 air brakes..	\$468,274 00
Disposal of 2 controllers and 4 motors removed from car...	2,100 00
Disposal of Passenger cars and equipment:	
56 double truck open car bodies.....	62,440 00
50 double truck semi-convertible car bodies.....	100,750 00
212 Brill trucks.....	56,280 00
212 Westinghouse motors	129,210 00
193 controllers	25,090 00
106 air brakes.....	22,790 00
Disposal of service cars and equipment.....	16,630 00
To decapitalize property.....	7 66

Total "Fixed Capital, December 31, 1908"..... \$1,044,339 24

Fixed Capital Installed since December 31, 1908:

Removal of trolley wire, feeder wire, poles, track, span construction, etc., in various localities.....	\$48,715 88
Removal of 9" tram girder rail and replacing special trackwork with curved and straight rail in Classon and Kent Aves. from Clymer St. to Myrtle Ave.....	55,614 63
Removal of 9" tram girder rail:	
From Greenpoint Ave. between Manhattan Ave. and Oakland St.	8,925 00
From Greenpoint Ave. between Oakland St. and Kingsland Ave.	27,187 00
Removal of special trackwork from Court St., Boro Hall section	7,887 51
Sale of bin material removed from DeKalb Ave. Shop.....	297 50
Transfer of equipment from Halsey St. to Ave. "H" Sub-Station	1,325 00
Removal of equipment from Halsey St. Sub-Station.....	2,860 00
Disposal of 86 controllers and 2 air brake equipments.....	14,380 00
Disposal of 1 Ford truck less compressor equipment.....	2,000 00
Disposal of 1 White Truck.....	6,431 45
Disposal of 362 motors, 368 controllers and 152 air brake equipments	112,750 00
Disposal of 1 car body, 2 trucks and 1 air brake with compressor	5,185 00
Disposal of lights from various localities.....	522 00
Disposal of signal apparatus	328 75
Disposal of office furniture and equipment.....	1,712 97
Disposal of cars and equipment:	
64 car bodies	43,643 00
109 trucks	8,460 00
112 motors, 116 controllers, 50 air brakes.....	13,710 00

Total, Fixed Capital Installed since December 31, 1908 \$361,935 69

Total, Fixed Capital Retirements..... \$1,406,274 93

Brooklyn and Queens Transit Corporation
Details of Fixed Capital Item "Undistributed"

The amount of \$32,832,467.60 reported by the Company as Undistributed represents the balance at June 30, 1934 of Brooklyn City Fixed Capital, and is made up as follows:

Balance at March 31, 1924 of Brooklyn City "Fixed Capital, December 31, 1908".....		\$19,813,000 00
Less Real estate suspense items (net).....		278,066 18
Adjustment made by Brooklyn City to bring book value of its property to \$30,000,000 at April 1, 1924 ¹		9,780,872 46
Balance of Fixed Capital Installed since Dec. 31, 1908: ²		
Right of way.....	\$375 83	
Other street railway land.....	Cr 867,465 51	
Grading	5,223 42	
Ballast	1,112 95	
Ties	82,582 28	
Rails, rail fastenings and joints.....	167,210 61	
Special work	Cr 81,569 46	
Track laying and surfacing.....	Cr 9,169 62	
Paving	619,349 02	
Roadway tools	13,488 74	
Bridges, trestles and culverts.....	1,364 22	
Interlocking and other signal apparatus.....	Cr 161 61	
Poles and fixtures.....	Cr 18,763 65	
Underground conduits	478 72	
Transmission system	Cr 679 85	
Distribution system	Cr 66,998 14	
General office buildings and fixtures....	Cr 600,024 00	
Shops and car houses.....	29,726 01	
Stations, waiting rooms and misc. bldgs.....	6,155 78	
Sub-station equipment	Cr 3,230 61	
Shop equipment	138,798 79	
Revenue cars	2,525,160 76	
Electric equipment of cars.....	1,378,385 00	
Other rail equipment.....	35,617 09	
Miscellaneous equipment	159,694 55	2 3,516,661 32
Total Undistributed		<u>\$32,832,467 60</u>

Power Bought and Sold

NAME OF COMPANY	Total number of kw. hrs. (D. C.)	Average price per kw. hr. (cents)	Amount credited to revenue	Amount debited to expenses
<i>Bought</i>				
Williamsburgh Power Plant Corp.....	205,188,889	1.089	.....	³ \$2,235,671 52
<i>Sold</i>				
Bush Terminal Co. (metered).....	600	1.500	\$9 00	.....
Bush Terminal Co.....	(4)	(4)	52 10	.....
Manhattan & Queens Traction Corp....	(4)	(4)	901 24	.....
Jamaica Central Rys., Inc.....	(4)	(4)	1,352 99	.....
Total.....			\$2,315 33	.....

¹ Balance at March 31, 1924 of Fixed Capital Installed since December 31, 1908, \$684,193.72, included below.

² Consists of: Balance at March 31, 1924 of Fixed Capital Installed since December 31, 1908, \$684,193.72; installations for the period April 1, 1924 to June 30, 1929 (merger date), \$6,078,720.33; total, \$6,762,914.05, less *all* retirements of Fixed Capital from April 1, 1924 to June 30, 1934, \$3,246,252.78.

³ Excludes \$25,688.32 for power used in shops.

⁴ Flat charge, not metered.

Brooklyn and Queens Transit Corporation

Corporate Surplus

Credit balance at beginning of year.....		\$5,138,460 58
Net corporate income for year.....		2,062,471 16
Other credits:		
Compensation received from Brooklyn Bus Corp. for diversion of traffic for six months ended June 30, 1933, as per agreements	\$75,000 00	
Net credit for settlement of Contingent Tax Liability:		
Cancellation of Special Franchise and Real Estate Taxes accrued in calendar years 1929-1931. \$101,980 44		
Refunds on Special Franchise Taxes paid applicable to calendar years 1929-1931	19,410 73	
	<hr/>	\$121,391 17
Less Interest from July 1, 1929 to June 30, 1933 on Special Franchise Taxes for calendar years 1901-1908, and 1916-1931....	70,624 52	50,766 65
Adjustment of Federal Capital Stock accrual for year ending June 30, 1933...		13,434 00
Expenses chargeable to City of New York incurred in relocating tracks in Lawrence Street, Queens.....	7,500 00	
Respondent's portion of Reserve for Interior Repairs, etc., cancelled by B.-M. T. Corp.	1,458 88	
Balance of deposit received from Carleton Co., Inc., in connection with removal of tracks on Jay St.....	5,440 56	
Dividends on Scrip for Preferred Stock—not payable	1,440 08	
Balance of amount deposited by Manhattan Bridge Three-Cent Line for cost of track removal	802 19	
Refund by B.-M. T. Corp. of overhead charges on stationery for fiscal years 1930 to 1933.....	1,674 10	
Award by City of New York on property in proceedings to open Bay 10th St. and Bay 40th St., and interest.....	7,314 03	
Refund of Special Franchise Taxes applicable to fiscal year 1933.....	961 20	
Amount transferred from Unclaimed Wages account	783 40	
Miscellaneous credits	291 59	166,866 68
Total credits		<hr/> \$7,367,798 42

Brooklyn and Queens Transit Corporation
Corporate Surplus—Concluded

Debits:

Dividends declared—\$6 per share on 283,250 shares of Preferred Stock.....	\$1,699,500 00	
Appropriation to Reserve for Damages....	510,926 79	
Appropriation to Reserve for Doubtful Accounts	8,250 00	
Obsolete material scrapped.....	2,008 05	
Adjustment of expenses of Compensation Bureau, 1933	1,186 91	
Expenses incurred in connection with construction of new City Subway deemed uncollectible from City.....	4,363 78	
Adjustment of cost of power consumed in 1933	1,710 88	
Expenses applicable to fiscal year 1933...	912 56	
Portion of contribution made by N. Y. R. T. to Coney Island Mardi Gras paid by respondent to N. Y. R. T.....	1,500 00	
Miscellaneous charges	1,124 50	\$2,231,483 47
Credit balance, June 30, 1934.....		<u>\$5,136,314 95</u>

Officers.—President, W. S. Menden; Vice-Presidents, G. D. Yeomans, G. W. Jones and W. T. Rossell; Secretary and Treasurer, F. C. Marston; Assistant Secretaries and Assistant Treasurers, F. C. Richards and F. B. Stewart; Assistant Secretary, J. B. Brophy, Jr.; Comptroller, James Addison; General Counsel, G. D. Yeomans; Claim Agent, I. Isaacsen; Superintendent of Transportation, W. Seibert; Engineer of Way and Structures, H. J. Kolb; Purchasing Agent, W. H. Gibson; Real Estate and Tax Agent, J. H. Bennington.

Directors.—Frank Bailey, Matthew C. Brush, Irving T. Bush, Daniel J. Creem, Gerhard M. Dahl, William N. Dykman, Charles Hayden, John V. Jewell, Fred C. Marston, Edwin P. Maynard, William S. Menden, H. Hobart Porter, Charles S. Sargent, Jr., Frederick Strauss, Albert H. Wiggin, Herbert B. Swope.

Main Business Office.—385 Flatbush Avenue Extension, Brooklyn, N. Y.

Report verified by William S. Menden, President, September 28, 1934.

BROOKLYN-MANHATTAN TRANSIT SYSTEM

The Brooklyn-Manhattan Transit Corporation is a business corporation and the holding company of the Brooklyn-Manhattan Transit System.

It has control, through stock ownership, of the New York Rapid Transit Corporation, Brooklyn and Queens Transit Corporation, South Brooklyn Railway Company, Williamsburgh Power Plant Corporation, Coney Island & Brooklyn Terminal Company and Brooklyn Bus Corporation.

The Williamsburgh Power Plant Corporation furnishes power under agreement to the companies of the B.-M. T. System. The Brooklyn-Manhattan Transit System reports the two following schedules relative to power costs:

Maintenance and Operating Expenses for the Years Ended June 30, 1934 and 1933

Maintenance of Way and Structures:	1934	1933
Telephone and telegraph repairs.....	\$1,070 23	\$1,021 29
Underground conduit repairs.....	14,489 53	15,511 00
Transmission system repairs.....	21,889 90	24,419 56
Distribution system repairs.....	56,560 26	55,204 73
Repairs of buildings and structures.....	53,902 93	56,307 05
Total	\$147,912 85	\$152,463 63
Maintenance of Equipment:		
Superintendence of equipment.....	\$42,820 81	\$35,414 05
Repairs of furnaces, boilers and accessories	176,514 69	215,769 81
Repairs of steam engines	170,836 00	157,297 13
Repairs of power plant electric equipment	12,282 99	13,150 75
Repairs of miscellaneous power plant equipment	3,126 51	6,049 79
Repairs of sub-station equipment.....	18,660 03	20,892 40
Total	\$424,241 03	\$448,573 93
Power Supply:		
Power plant labor.....	\$543,022 74	\$559,604 18
Sub-station labor	219,551 18	224,992 90
Fuel for power.....	1,972,435 34	1,911,275 61
Water for power.....	16,262 18	12,878 06
Lubricants for power.....	1,890 32	2,873 78
Misc. power plant supplies and expenses..	31,577 17	35,087 16
Sub-station supplies and expenses.....	13,900 21	12,770 29
General expenses	65,999 69	68,695 91
Total	\$2,864,638 83	\$2,828,177 89
Total manufacturing cost.....	\$3,436,792 71	\$3,429,215 45
Rent for manufacturing company's plant, etc.	2,390,834 70	2,275,361 14
Total	\$5,827,627 41	\$5,704,576 59

Power Cost of Brooklyn-Manhattan Transit System

Direct Labor, Material, Fuel, etc.....	\$3,436,792 71
Rent for Manufacturing Company's Plant, etc.....	2,390,834 70
Rent for Railway Company's Plant.....	500,000 00
Total	\$6,327,627 41

Brooklyn-Manhattan Transit System*Distribution of Power Cost Among the Operating Companies*

	Total	New York Rapid Transit Corp.	Brooklyn & Queens Transit Corp.	South Brooklyn Ry. Co.
Kw. hrs. delivered.....	¹ 566,518,345	357,647,999	205,188,889	3,681,457
Gross cost.....	² \$6,312,013 30	\$4,041,385 81	\$2,261,359 84	\$9,267 65
Rent for plants ³	500,000 00	500,000 00		
Net cost—amount assumed by each company.....	<u>\$5,812,013 30</u>	<u>\$3,541,385 81</u>	<u>\$2,261,359 84</u>	<u>\$9,267 65</u>

BUSH TERMINAL RAILROAD COMPANY

Incorporated January 17, 1903. The Company is controlled by the Bush Terminal Company through ownership of stock acquired December 3, 1904.

Important Changes during Year.—None.

Fixed Capital Changes during Year.—Fixed Capital Installed since Dec. 31, 1908—Revenue cars, was credited with \$2,364.43, retirement of 1 Trolley Car.

Corporate Deficit

Deficit at beginning of year.....	\$1,587,780 65
Net corporate loss for year.....	2,472 35

Other debits:

Interest assessed by City account:

Unpaid taxes	\$54,869 15	
Industrial sidings, 2/14/30–6/30/33.....	720 83	
Adj. of Depreciation, 10/1/32–6/30/33.....	2,875 04	
Intercompany interest, Bush Terminal Buildings Co., Jan. 1 to June 30, 1933.....	17,943 45	
Credits claimed under tax law for period prior to June 30, 1933, disallowed by City.	4,028 85	
Trolley Car retired.....	2,364 43	82,801 75

Total debits	\$1,673,054 75
--------------------	----------------

Credits:

Adjustment of freight rates of Trunk Lines.	\$17,037 42	
Reduction of Reserve for Public Injury and Damage Claims	1,750 00	
Reduced assessment % City Special Franchise Tax, period 1/1/21–6/30/33.....	44,686 68	
Saving in interest account of reduction in above	17,955 85	
Cancellation of interest account Industrial sidings allowed by City, 2/14/30–6/30/33..	3,378 92	
Reduction in rental account Ground and Platform, etc., Jan. 1 to June 30, 1933.....	9,472 29	
Adjustment of intercompany interest, Bush Terminal Buildings Co., 1/1–6/30/33.....	98 68	94,379 84

Deficit, June 30, 1934.....	<u>\$1,578,674 91</u>
-----------------------------	-----------------------

Officers.—President, Irving T. Bush; Vice-Presidents, G. L. P. Stone and R. A. P. Walker; Secretary and Assistant Treasurer, R. S. Williams; Assistant Secretary and Auditor, P. J. Roth; Treasurer, John L. Hanigan.

Directors.—Irving T. Bush, G. L. P. Stone, R. A. P. Walker, A. P. Timmerman, John L. Hanigan, R. S. Williams, P. J. Roth, James C. Van Siclen, C. Walter Randall.

Main Business Office.—100 Broad Street, New York, N. Y.

Report verified by J. L. Hanigan, Treasurer, September 28, 1934.

¹ Exclusive of 1,107,120 kw. hrs. delivered to Brooklyn Bus Corp.

² Includes the cost of power sold to Brooklyn Bus Corp.

³ Credits for rentals are not distributed among the detail accounts, but are deducted from charges for power.

⁴, ⁵ Includes power used in shops and depots: ⁴ \$64,746.34; ⁵ \$25,688.32.

THE CHRISTOPHER AND TENTH STREET RAILROAD COMPANY**OPERATED UNDER AGREEMENT**

Organized April 25, 1873. On April 26, 1890 the properties of this Company were leased to the Central Crosstown Railroad Company. The properties were operated on a fixed rental basis by the New York Railways Company as lessee of the Central Crosstown Railroad Company until May 31, 1924. On June 1, 1924 the Receiver of the New York Railways Company agreed to operate the property for the account of this Company and operation has been continued by the New York Railways Corporation in accordance with such agreement from April 30, 1925 to January 1, 1928, when a new agreement, drawn up later, was effective.

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925 under the Reorganization Plan.

Important Changes during Year.—J. T. McCarthy was elected Vice-President, November 28, 1933.

Corporate Surplus.—Credit balance at the beginning of the year and at June 30, 1934, \$3,711.32. This amount is exclusive of \$268,666.66 (8 per cent per annum upon the \$650,000 capital stock, from April 1, 1919 to May 31, 1924) which amount does not appear upon the Company's books.

Officers.—President, H. J. Sheeran; Vice-President, J. T. McCarthy; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, C. A. Muth; General Attorney, Cotton, Franklin, Wright & Gordon.

Directors.—H. J. Sheeran, F. B. Gordon, J. S. Dunham, C. A. Muth, F. J. McGarey, H. P. Huber, J. A. Fowler, Jr., T. G. Walker, H. J. Smith, J. T. McCarthy.

Main Business Office.—123 West 146th Street, New York, N. Y.

Report verified by H. J. Sheeran, President, September 29, 1934.

CITY OF NEW YORK—INDEPENDENT SYSTEM OPERATION

Operation of the subway owned and operated by the City of New York was begun on September 10, 1932.

For operating data, see Tables I–VIII and XII–XV. For Corporate Stock and Corporate Stock Notes issued for construction of this subway, see note 1, page 361.

TENTATIVE BALANCE SHEET

As of June 30, 1934

ASSETS AND OTHER DEBITS

CASH IN BANK AND ON HAND:

General Operating Account.....	\$1,995,965 29
Less Transfers in Transit.....	32,239 21

Balance	\$1,963,726 08
Cash Reserved for Deferred Maintenance Account	223,677 75

Total—General Cash Account.....	\$2,187,403 83
---------------------------------	----------------

Public Liability Fund Account:

Cash on Deposit.....	¹ \$150,486 48
In Transit—Transfers Vouchered and Accrued	25,086 36

Total—Public Liability Account.....	175,572 84
-------------------------------------	------------

Workmen's Compensation Fund Account:

Cash on Deposit.....	² \$43,753 88
In Transit—Transfers Vouchered and Accrued	7,152 85

Total—Workmen's Compensation Account.....	50,906 73
---	-----------

Petty Cash and Change Funds.....	\$3,505 00
Less Amount thereof Provided by Capital Funds	1,320 00

Net Petty Cash Provided by Operating Funds.....	2,185 00
---	----------

ACCOUNTS RECEIVABLE	\$123,519 12
Less Amount thereof due to Capital Funds..	90 48

Net Accounts Receivable Due to Operating Fund.....	123,428 64
--	------------

DUE FROM STATION AGENTS.....	49 70
------------------------------	-------

MATERIALS AND SUPPLIES ON HAND.....	\$416,276 77
Less Amount thereof Provided by Capital Funds	406,716 66

Amount Provided by Operating Fund.....	9,560 11
--	----------

DEPOSITS ON RETURNABLE REELS, CONTAINERS,

ETC.	\$2,973 06
Less Amount Provided by Capital Funds....	2,638 06

Amount Provided by Operating Fund.....	335 06
--	--------

See page 388 for footnotes.

City of New York—Independent System Operation

Tentative Balance Sheet—Concluded

ASSETS AND OTHER DEBITS—Concluded

FIXED CAPITAL:

Additions and Alterations to Structure, Equip. and Furniture.....	\$179,929 56	
Less Amount thereof Provided by Capital Funds	1,295 08	
Amount Provided by Operating Fund.....		178,634 48
Preliminary Expenses Prior to Passenger Revenue Operation	\$210,390 34	
Less Amount thereof Provided by Capital Funds	46 53	
Amount Provided by Operating Fund.....		210,343 81
WORK IN PROGRESS.....		69,778 40
PREPAID INSURANCE		470 43
SPECIAL DEPOSIT (<i>Contra</i>).....		\$ 50,000 00
TOTAL ASSETS AND OTHER DEBITS		<u>\$3,058,668 97</u>

LIABILITIES AND OTHER CREDITS

VOUCHERS PAYABLE		\$220,968 06
UNAUDITED VOUCHERS FOR MATERIALS AND SUPPLIES.....		40,669 61
ACCRUED EXPENSES FOR OPERATION:		
Reserve for Deferred Maintenance.....	\$223,677 75	
Reserve for Accidents and Damages.....	175,197 84	
Reserve for Employees Liability.....	50,851 46	
Miscellaneous—Salaries and Wages, Power, Light, etc.	142,579 51	
Total—Accrued Operating Expenses.....		592,306 56
OTHER OPTIONAL RESERVES—UNEARNED INCOME AND DEFERRED CREDITS		13,421 80
MONIES PROVIDED BY CAPITAL FUNDS, EXPENDED FOR OPER- ATING EXPENSES:		
Certificates of Indebtedness Account.....	\$233,800 02	
Corporate Stock Notes Account.....	43 22	
Revenue Bond Account.....	111,337 44	
Total—Operating Expenses Provided by Capital Funds.		345,180 68
CONCESSIONAIRES DEPOSIT (<i>Contra</i>).....		50,000 00
RESERVE FOR CONTINGENCIES:		
Amount in Litigation.....		53,660 00
STATUTORY RESERVES:		
Average Cost of Maintenance and Operation for One Month.		524,462 26
Excess Revenues Available for Transfer to Capital Reserve Fund		1,218,000 00
TOTAL LIABILITIES AND OTHER CREDITS.....		<u>\$3,058,668 97</u>

¹⁻³ Market value of collateral held as security: ¹ \$164,259.06; ² \$50,340.50;
* \$65,544.

City of New York—Independent System Operation

Payroll Statistics

OCCUPATION	Number of Employees Week Ended June 30, 1934	Amount of Payrolls Year Ended June 30, 1934
Maintenance of Way Division:		
Sub-Foreman	10	\$19,493 60
Structure Maintainer	113	165,875 55
Shop Repairman	15	29,010 40
Turnstile Maintainer	9	15,925 50
Mechanical Maintainer	5	9,291 75
Mechanical Maintainer Helper	4	5,157 20
Power Maintainer (Distribution)	9	16,207 50
Electrical Repair Helper (Power)	4	5,383 95
Pump Maintainer	21	37,680 00
Fan Maintainer	8	14,493 00
Fan Maintainer Helper	4	6,295 30
Circuit Breaker Maintainer	4	7,857 60
Circuit Breaker Maintainer Helper	2	2,863 30
Signal Maintainer	70	135,655 80
Signal Maintainer Helper	70	93,894 35
Porter Supervisor	1	1,167 20
Signal Man	12	23,889 70
Signal Instrument Man	2	2,948 80
Light Maintainer	7	13,100 25
Electric Repair Helper (Light)	22	28,675 85
Telephone Inspector	6	10,817 60
Cable Splicer (Telephone)	2	4,023 20
Telephone Maintainer	4	8,653 50
Telephone Repair Man	2	4,038 10
Sub-Foreman (Track)	16	27,937 70
Third Rail Maintainer	16	25,517 05
Trackman	107	150,539 40
Trackwalker	11	17,305 80
Total, Weekly Payrolls	556	\$883,698 95
General Supervisory—Semi-Monthly	83	171,290 13
Total	639	\$1,054,989 08
Power Division:		
Relay Repairman Helper	1	\$2,212 80
Power Cleaner	16	22,011 90
Porter Supervisor	4	4,464 60
Structure Maintainer .....	.....	2,155 40
Dispatcher	4	2,747 80
Total, Weekly Payrolls	25	\$33,592 50
General Supervisory—Semi-Monthly	63	147,813 22
Total	88	\$181,405 72
Car Maintenance Division:		
Stationary Engineer .....	.....	\$4,950 00
Car Repairman	21	32,698 90
Car Repairman Helper	8	8,333 50
Truck Repairman	14	24,379 95
Truck Repairman Helper	12	13,825 00
Body Repairman	4	6,639 85
Body Repairman Helper	2	2,511 00

City of New York—Independent System Operation

Payroll Statistics—Concluded

OCCUPATION	Number of Employees Week Ended June 30, 1934	Amount of Payrolls Year Ended June 30, 1934
<i>Car Maintenance Division—Concluded:</i>		
Shop Repairman	4	\$8,636 80
Shop Repairman Helper	93	91,856 35
Electric Repairman	6	10,093 65
Electric Repairman Helper	15	16,619 75
Airbrake Repairman	7	13,193 60
Airbrake Repairman Helper	12	13,979 00
Truck Inspector	11	18,860 80
Truck Inspector Helper	12	14,835 50
Cruiser	1	1,714 30
Lubrication Man	5	7,905 80
Lubrication Man Helper	6	7,241 50
Road Car Inspector	38	63,639 80
Road Car Inspector Helper	4	3,490 50
Electrical Equipment Inspector	21	36,413 30
Car Body Inspector	15	24,421 95
Car Body Inspector Helper	4	4,818 75
Airbrake Inspector	1	2,000 80
Airbrake Inspector Helper	13	21,302 40
Total, Weekly Payrolls	329	\$454,362 75
General Supervisory—Semi-Monthly	16	42,418 87
Total	345	\$496,781 62
<i>Transportation Division:</i>		
Dispatcher	23	\$60,570 23
Assistant Dispatcher	34	55,087 87
Towerman	55	86,752 54
Station Agent	554	653,615 23
Motorman	336	617,753 75
Conductor	354	478,694 34
Porter Supervisor	175	163,970 70
Total, Weekly Payrolls	1,531	\$2,116,444 66
General Supervisory—Semi-Monthly	51	120,469 03
Total	1,582	\$2,236,913 69
<i>Audits Division:</i>		
Station Agents (Collecting)	16	\$30,522 00
General Supervisory—Semi-Monthly	49	81,062 50
Total	65	\$111,584 50
<i>Claims Division:</i>		
General Supervisory—Semi-Monthly	11	\$14,713 24
<i>Bureau of Purchases:</i>		
General Supervisory—Semi-Monthly	2	\$4,805 07
<i>Executive Division:</i>		
General Supervisory—Semi-Monthly	1	\$4,953 66
Grand total—All Departments	2,733	¹ \$4,106,146 58

¹ Of which \$96,625.50 is applicable to other than Operation.

EIGHTH AND NINTH AVENUES RAILWAY COMPANY

OPERATED BY RECEIVER

The Eighth Avenue Railroad Company (incorporated January 10, 1855) and The Ninth Avenue Railroad Company (incorporated July 29, 1859) were consolidated December 23, 1926 under the name of the Eighth & Ninth Avenues Railway Company. On May 5, 1927 a Receiver was appointed.

Important Changes during Year.—None. No new powers or franchises were acquired.

Fixed Capital Changes during Year.—There was an increase of \$144.60 in Fixed Capital Installed since December 31, 1908 (Receiver) representing the purchase of Ford Sedan (second hand).

NAME OF COMPANY	Power Bought	Average	Total
	Number of	price per	charged to
	kw. hrs. D. C.	kw. hr. (cents)	operating expenses
New York Railways Corp.....	5,200,148	2.311	\$120,185 52
Interborough Rapid Transit Co.....	1,561,475	2.625	40,987 86
Third Avenue Railway Co.....	127,883	3.753	4,800 00
Total	6,889,506	—	\$165,973 38

Corporate Deficit

Deficit at beginning of year.....	\$1,279,042 60
Debit balance of "Estate" income account for the year.....	66,709 71
Other debits:	
Stock registrar	\$100 00
State Capital Stock tax for 1932, 1933 and 1934	11,877 27
Adjustment of Interest.....	9,000 00
Total debits	\$1,366,729 58
Credits:	
Insurance received account of damage to cars by fire	\$918 10
Adjustment to Accounts Payable.....	06
Deficit, June 30, 1934.....	\$1,365,811 42

Receiver's Deficit Account

Deficit at beginning of year.....	\$908,266 68
Net loss from operation during year.....	88,388 71
City paving bills.....	893 48
Total debits	\$997,548 87
Credits:	
Insurance received account of damage to cars by fire	\$15,331 78
Adjustment of Storeroom Materials and Supplies account	2,919 58
Deficit, June 30, 1934.....	\$979,297 51

Officers.—President, None; Vice-Presidents, William Henry Hays and Michel Kirtland; Secretary and Treasurer, James G. Affleck; Assistant Secretary, Assistant Treasurer and Auditor, William Affleck; Purchasing Agent, Reginald Lawrence.

Receiver, Michel Kirtland; Auditor for Receiver, William Affleck; Attorney for Receiver, O'Brien, Boardman, Conboy, Memhard & Early.

Directors.—James G. Affleck, J. Gelston Affleck, Jr., William Affleck, William Henry Hays, Michel Kirtland, F. Bianchi Tompkins, Morgan J. O'Brien, Jr., William A. Sinclair, William H. H. Myers.

Main Business Office.—250 West 57th Street, New York, N. Y.

Report verified by Michel Kirtland, Receiver, September 29, 1934.

THE FORTY-SECOND STREET AND GRAND STREET FERRY RAILROAD COMPANY

OPERATED UNDER AGREEMENT

Incorporated February 16, 1863. Leased April 6, 1893 to the Metropolitan Crosstown Railway Company. Operation was continued by the successor companies, the Metropolitan Street Railway Company and the New York Railways Company on a fixed rental basis until midnight of March 12, 1925. On March 13, 1925, the Receiver of the New York Railways Company agreed to operate the property for the account of this Company and operation has been continued by the New York Railways Corporation in accordance with such agreement from April 30, 1925 to January 1, 1928, when a new agreement, drawn up later, was effective.

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925 under the Reorganization Plan.

Important Changes during Year.—Changes in Miscellaneous Investments during the year were as follows:

	Par value	Cost
Acquired:		
U. S. Government securities.....	\$469,000	\$477,815 66
Redeemed or Sold:		
U. S. Government securities.....	528,000	532,585 35
Railroad bonds	47,500	47,775 00
Net decrease in Miscellaneous Investments..	\$106,500	\$102,544 69

J. T. McCarthy was elected Vice-President March 28, 1933.

Fixed Capital Changes during Year.—Fixed Capital Installed since December 31, 1908 (Other street railway land) was increased by \$45.73 representing local improvement assessment for installing receiving basin on 11th Avenue and 43d Street.

Corporate Surplus

Credit balance at beginning of year.....	1 \$657,726 45
Net corporate income for year.....	8,845 04
Total credits	\$666,571 49
Net loss on securities sold or redeemed.....	26,063 01
Credit balance, June 30, 1934.....	1 \$640,508 48

Officers.—President, H. J. Sheeran; Vice-President, J. T. McCarthy; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, C. A. Muth; General Attorney, Cotton, Franklin, Wright & Gordon.

Directors.—H. J. Sheeran, J. S. Dunham, C. A. Muth, F. J. McGarey, F. B. Gordon, J. A. Fowler, Jr., J. T. McCarthy, T. G. Walker.

Main Business Office.—123 West 146th Street, New York, N. Y.

Report verified by H. J. Sheeran, President, September 29, 1934.

¹ These amounts exclude rental not paid by lessee, \$823,403.23 (18 per cent per annum on \$748,000 capital stock, from February 1, 1910 to March 12, 1925) which amounts do not appear on the Company's books.

THE FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILWAY COMPANY

Incorporated August 29, 1878. The Third Avenue Railroad Company obtained control of the respondent in November, 1895 through ownership of stock, and passed the controlling interest to its successor, the Third Avenue Railway Company on January 1, 1912.

Important Changes during Year.—None. No new powers or franchises were acquired.

Fixed Capital Changes during Year

	Additions	Retirements
"Fixed Capital, December 31, 1908":		
Track and roadway construction.....		¹ \$13,237 50
Electric line construction.....		² 4,471 11
Total, "Fixed Capital, December 31, 1908"..		\$17,708 61
Fixed Capital Installed since December 31, 1908:		
Shops and car houses.....	⁴ \$3,579 66	
Revenue cars	⁵ 949 46	³ \$1,759 89
Electric equipment of cars.....	⁵ 1,528 17	³ 1,625 50
Total Fix. Capital Installed since Dec. 31, 1908	\$6,057 29	\$3,385 39
Total, Fixed Capital Changes.....	\$6,057 29	\$21,094 00

Power Bought and Sold

Bought.—From New York Edison Co., 13,107,740 kw. hrs. D. C. at 0.857 cents per kw. hr., \$112,360.82, charged to Power purchased.

Sold.—To Eighth & Ninth Avenues Ry. Co., Recr., 132,900 kw. hrs. D. C. at 1.58 cents per kw. hr., \$2,099.85, credited to Power exchanged.

Corporate Deficit

Deficit at beginning of year.....	\$1,189,613 74
Bad debts written off—Mid-Crosstown Ry. Co.....	23,635 58
Obsolete material written off.....	3,849 53
Retirement of "Fixed Capital, Dec. 31, 1908".....	6,057 81
To provide a reserve as of June 30, 1934 covering the estimated value of outstanding Workmen's Compensation claims and also a Contingency reserve for 5% of same:	
Long Term Cases Incurred.....	15,303 44
Contingencies	765 17
Total debits	\$1,239,225 27
Net corporate income for year.....	76,088 91
Deficit, June 30, 1934.....	\$1,163,136 36

Officers.—President, S. W. Huff; Vice-President, L. Sutherland; Secretary, V. McQuiston; Assistant Secretary, J. A. Thake; Treasurer, A. D. Sage; Assistant Treasurer, F. T. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; Claim Agent, W. E. Foley; Purchasing Agent, C. Witzel.

Directors.—G. W. Davison, W. C. Ewen, W. M. Flook, F. J. Fuller, S. W. Huff, E. Iselin, H. Palagano, J. W. Platten, L. F. Straus.

Main Business Office.—2396 Third Avenue, New York, N. Y.

Report verified by Leslie Sutherland, Vice-President, October 1, 1934.

¹ Retirement of track and paving. ² Retirement of cables in various localities.

³ Adjustment of charges made in 1933.

⁴ New oil burner and building alterations in New Enterprise Garage.

⁵ Purchase and installation of 750 sets of controllers, alterations and improvements on lighting and emergency switches on 75 cars.

HUDSON AND MANHATTAN RAILROAD COMPANY

Incorporated December 6, 1906, under the general railroad laws of New York and New Jersey as a consolidation of the New York & Jersey Railroad, the Hoboken & Manhattan Railroad Company, and the original Hudson & Manhattan Railroad Company.

In addition to the railroad, the Company owns and operates the Hudson Terminal Buildings at 30 and 50 Church Street, New York, and other real estate, and controls the Tunnel Advertising Company through ownership of its capital stock.

At April 11, 1934 the twenty principal stockholders were:

	Shares of Stock	
	Common	Preferred
Bender & Co.....	40,000	4,000
Jesup & Lamont.....	6,865	.....
Hayden, Stone & Co.....	6,303	160
Wonham, Albert & Co.....	5,466	.....
Geo. H. Howard and Chase National Bank, Trs.	4,300	.....
Phoebe Cary Brisbane.....	3,600	14
Edw. Mallinkrodt, et al.....	2,904	259
Admin. Kantoor Van Aadertin.....	2,250	880
William Randolph Hearst.....	3,100	.....
Jas. C. and Frederick Ayers, Jr., Trs...	3,000	.....
Patrick Norton	3,000	.....
Mildred F. Devereux.....	2,900	.....
Hudson Companies	2,397	213
Herzog & Glazier.....	2,000	500
Harry W. Harrison.....	2,500	.....
Roman Catholic Diocese.....	2,500	.....
E. F. Hutton & Co.....	2,312	100
St. Louis Union Trust Co.....	2,277	16
Marion Davies	2,200	.....
Paine, Webber & Co.....	2,085	40

Hudson and Manhattan Railroad Company

Important Changes during Year.—Securities were acquired and disposed of during the year, as follows:

<i>For General Fund Investment:</i>	<i>Par value</i>	<i>Cost</i>
Acquired:		
U. S. Government Treasury Notes.....	\$50,000	\$50,000 00
State of Maryland Bonds.....	50,000	52,744 51
Disposed of:		
U. S. Government Securities.....	463,000	468,348 86
Railroad Bonds	100,000	100,403 40
Net decrease	D \$463,000	D \$466,007 75

For Property Amortization Fund:

Acquired:		
U. S. Government Securities.....	\$381,500	\$381,500 00
New York State Bonds.....	50,000	50,708 62
Holland Tunnel Bonds.....	50,000	50,335 00
Other Securities	69,000	70,160 24
Disposed of:		
U. S. Government Liberty Loan Bonds.....	308,500	315,844 26
Net increase	\$242,000	\$236,859 60

For Debt Discount Amortization Fund:

Acquired:		
U. S. Government Treasury Notes.....	\$33,500	\$33,500 00
New York State Bonds.....	35,000	35,496 03
Other Securities	20,000	20,525 00
Disposed of:		
U. S. Government Treasury Notes.....	18,500	18,865 55
Holland Tunnel Bonds.....	30,000	30,055 89
Net increase	\$40,000	\$40,599 59

For Insurance and Casualty Fund:

Acquired:		
U. S. Government Treasury Bonds.....	\$142,000	\$142,000 00
Disposed of:		
U. S. Government Liberty Bonds.....	142,000	146,406 84
Net decrease	—	D \$4,406 84

During the year the Company paid off the real estate mortgage on property at 52 Dey Street, New York, amounting to \$50,000.

On July 13, 1933, the Company declared a dividend of 2½% (\$131,030.19) on preferred stock, payable August 15, 1933.

On June 1, 1934, Paul Shepard was appointed Comptroller vice T. N. Willins, resigned, and Fletcher H. Sillick was appointed Assistant Comptroller vice Paul Shepard, promoted.

No new powers or franchises were acquired.

Hudson and Manhattan Railroad Company

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
	Fixed Capital—Street Railway:	
\$90,833,272 87	"Fixed Capital, Dec. 31, 1908".....	\$90,833,272 87
20,948,545 83	Installed since Dec. 31, 1908.....	21,029,762 34
	Fixed Capital—Other Depts.¹:	
10,063,976 00	"Fixed Capital, Dec. 31, 1908".....	10,063,976 00
2,947,236 27	Installed since Dec. 31, 1908.....	2,948,617 76
\$124,793,030 97	Fixed Capital—Gross Investment.....	\$124,875,628 97
9,023,132 04	<i>Less</i> Accrued amortization of capital.....	9,353,911 43
\$115,769,898 93	Fixed Capital—Net Investment.....	\$115,521,717 54
\$1,425,386 19	Miscellaneous Investments	\$959,378 44
	Current Assets:	
\$932,015 62	Cash	\$799,695 24
	Special Deposits:	
² 3,582,327 02	Property Amort. Fund.....	² 3,901,109 02
³ 1,293,750 14	Debt Discount Amort. Fund.....	³ 1,388,852 65
450,000 00	Insurance and Casualty Fund.....	450,000 00
14,887 50	Dep. with State Ind. Comm.....	14,887 50
4,525 00	Dep. with City of New York.....	4,525 00
49,952 50	Coupon special deposits.....	94,570 00
3,392 33	Other special deposits.....	1,244 83
342,211 99	Accounts receivable	355,779 63
65,230 16	Interest and dividends receivable.....	62,419 97
\$6,738,292 26	Total current assets.....	\$7,073,083 84
306,614 02	Materials and Supplies.....	402,467 84
\$7,044,906 28	Total floating capital.....	\$7,475,551 68
	Miscellaneous Temporary Debits:	
\$80,653 51	Prepayments	\$116,207 88
2,108,169 99	Unamortized debt discount and expense...	2,013,067 48
20,743 83	Other suspense	6,450 65
\$2,209,567 33	Total deferred debit items.....	\$2,135,726 01
\$126,449,758 73	Total Assets	\$126,092,373 67
	LIABILITIES AND CAPITAL	
	Gross Capitalization:	
\$45,249,950 00	Capital stock	\$45,249,950 00
71,617,233 66	Funded debt	71,567,233 66
\$116,867,183 66	Total capitalization	\$116,817,183 66
	Unfunded Debt:	
\$219,198 06	Taxes accrued	\$206,970 44
2,000 00	Matured funded debt unpaid.....	
193,082 90	Miscellaneous accounts payable.....	140,603 80
1,678,525 85	Interest accrued on funded debt.....	1,721,643 35
2,861 33	Rents accrued	9,372 50
35,778 63	Dividends declared	35,539 06
62,566 98	Due for wages and salaries.....	54,521 42
4,302 05	Other unfunded debt.....	853 94
\$2,198,315 80	Total unfunded debt.....	\$2,169,504 51
\$617,967 81	Reserves, including Suspense Credit Balances	\$659,689 55
\$6,766,291 46	Corporate Surplus	\$6,445,995 95
\$126,449,758 73	Total Liabilities and Capital.....	\$126,092,373 67

¹ Represents Fixed Capital of Hudson Terminal Buildings and other New York City real estate.

^{2, 3} Includes respondent's underlying bonds reacquired:

² H. & M. 1st. Lien 5's, \$906,000; Income 5's, \$1,000,000.

³ H. & M. 1st Lien 5's, \$217,029.04; Income 5's, \$30,000.

Hudson and Manhattan Railroad Company

DETAILS OF ASSETS AND LIABILITIES

Fixed Capital

ACCOUNTS	Installed during the year ¹	Balance at June 30, 1934
"Fixed Capital, December 31, 1908":		
Street railway		\$90,833,272 87
Other departments.....		10,063,976 00
Total		\$100,897,248 87
Fixed Capital Installed since December 31, 1908:		
Street railway:		
Right of way.....		\$567,067 13
Other street railway land.....		57,978 85
Grading		2,758 47
Ballast		21,950 74
Ties		21,384 16
Rails, rail fastenings and joints.....		25,821 53
Special work		111,597 46
Track laying and surfacing.....		125,323 95
Paving		872 45
Roadway tools	\$123 43	11,117 17
Tunnels	4,201 27	7,734,264 91
Crossings, fences and signs.....		421 30
Interlocking and other signal apparatus..	18,640 96	825,694 09
Telephone and telegraph lines.....	1,024 34	29,967 50
Transmission system		135,549 04
Distribution system	51,572 45	549,151 25
Power plant buildings.....		179,690 98
Sub-station buildings		352 01
General office buildings and fixtures.....		4,878 47
Shops and carhouses.....	Cr 1 09	316,976 42
Stations, waiting rooms and miscellaneous buildings	4,389 74	1,289,535 65
Sub-station equipment		231,355 57
Shop equipment		101,393 51
Revenue cars		5,233,973 72
Miscellaneous equipment	948 74	16,792 35
Engineering and superintendence.....	316 67	442,930 45
Law expenditures during construction....		63,910 43
Injuries during construction.....		73,479 99
Taxes during construction.....		110,652 62
Interest during construction.....		2,339,761 33
Misc. construction expenditures.....		403,158 84
Total street railway.....	\$81,216 51	\$21,029,762 34
Other departments	1,381 49	2,948,617 76
Total, Fixed Capital Installed since December 31, 1908.....	\$82,598 00	\$23,978,380 10
Grand total	\$82,598 00	\$124,875,628 97

¹ Company reports no retirements during year.

Hudson and Manhattan Railroad Company*Expenditures for Principal Projects*

Street Railway:

Tunnel wall	\$405 99
Bulkhead, Pier C shaft heading	3,795 28
Interlocking machines, Hoboken and Henderson Street	Cr 580 99
Time indicators	276 82
Bus sections at Caissons 1, 2 and 3	12,597 70
Signal feeders—Western Division	2,886 84
Air lines from Substation No. 2	461 78
Air compressors, Substation No. 2	2,998 81
Fireproofing	1,024 34
Positive Cables, Substation No. 2	1,532 64
Distant Control Breakers, Substations Nos. 1, 2 and 3	47,351 17
Meggers and Voltmeters	1,464 21
Cable vault and duct line, Substation No. 2	1,224 43
Journal Square Yard	794 45
Revolving doors, Hudson Terminal	1,494 50
Concrete stair, Hoboken	545 38
Duct line, Erie Station	1,542 35
White Truck	948 74
Other items	452 07

Total	\$81,216 51
-------------	-------------

Other Departments:

Improvements and betterments, Hudson Terminal Buildings	1,381 49
---	----------

Total	\$82,598 00
-------------	-------------

Miscellaneous Investments

NAME OF ISSUING COMPANY AND SECURITY	Par value of amount held	Amount at which carried on books ¹	Income accrued during year
Tunnel Advertising Co., stock	\$1,000	\$1,000 00	.....
H. & M. Parcel Room, Inc., Stock ..	1,000	1,000 00	.....
B. & O. R. R. Ref. 5's	100,000	100,000 00	\$5,000 12
City of New York securities, 3½%, 4½%	400,000	389,433 93	15,000 00
State of Maryland Bonds, 4%	50,000	52,744 51	722 19
U. S. Government Securities, 3-4½% ..	415,200	415,200 00	12,611 12
Total	\$967,200	\$959,378 44	² \$33,333 43

Securities Held in Special Deposits

NAME OF ISSUING COMPANY AND SECURITY	Par value of amount held	Amount at which carried on books ¹	Income accrued during year
<i>Property Amortization Fund:</i>			
Reacquired Underlying Bonds:			
H. & M. R. R. 1st Lien 5's	\$906,500 00	\$733,549 54	\$45,325 00
H. & M. R. R. Income 5's	1,000,000 00	777,602 50	49,999 99
City of New York Securities, 3½%, 4½%, 6%	410,000 00	401,244 62	17,350 00
New York State Bonds, 3%	50,000 00	50,708 62	312 50
Holland Tunnel Bonds, 4½%	50,000 00	50,335 00	808 67
U. S. Government Securities, 2½%-4¼%	1,298,500 00	1,307,736 51	42,448 93
Railroad Securities, 4%, 4½% ..	428,000 00	425,871 48	12,852 45
Railway Express Agency Bonds ..	26,000 00	26,675 00	684 01
Total, Property Amortization Fund	\$4,169,000 00	\$3,773,723 27	² \$169,781 55

¹ Identical with money cost.² In addition, \$10,917.98 was accrued on securities disposed of during the year.³ In addition, \$6,495.85 was accrued on securities disposed of during the year, and there was a credit of \$1,000 for interest defaulted.

Hudson and Manhattan Railroad Company
Securities Held in Special Deposits—Concluded

NAME OF ISSUING COMPANY AND SECURITY	Par value of amount held	Amount at which carried on books ¹	Income accrued during year
<i>Debt Discount Amortization Fund:</i>			
Reacquired Underlying Bonds:			
H. & M. R. R. 1st Lien 5's.....	\$217,029 04	\$178,823 59	\$10,850 00
H. & M. R. R. Income 5's.....	30,000 00	25,250 00	1,500 00
City of New York Securities,			
3½%, 4½%.....	100,000 00	97,907 71	4,000 02
New York State Bonds, 3%.....	35,000 00	35,496 03	218 75
U. S. Government Securities,			
2½%-4½%.....	899,500 00	912,786 90	35,411 06
Other Securities, 4½%, 5%....	77,000 00	77,667 50	3,078 88
Total, Debt Disc. Amor. Fund..	\$1,358,529 04	\$1,327,931 73	² \$55,058 71
<i>Insurance and Casualty Fund:</i>			
U. S. Government Securities.....	\$437,000 00	\$445,224 03	\$18,276 63
<i>Deposited with State Industrial Comm.:</i>			
City of New York Corp. Stock,			
4½%.....	\$15,000 00	\$14,887 50	\$675 00
<i>Deposited with City of New York:</i>			
City of New York Corp. Stock,			
4%, 4½%.....	\$4,500 00	\$4,525 00	\$190 00
Total, Securities in Special Deposits.....	\$5,984,029 04	\$5,566,291 53	³ \$243,981 89

Reserves and Suspense Credit Balances

TITLE OF RESERVE	Balance, June 30, 1933	CHANGES DURING YEAR		Balance, June 30, 1934
		Credits	Debits	
Accrued Amortization of Capital:				
Railroad properties.....	\$4,179,825 84	\$263,081 04	\$169,285 02	\$4,273,621 86
Hudson Terminal Buildings.....	4,838,420 08	240,864 00	5,200 01	5,074,084 07
Other Reserves and Suspense Credit Balances:				
Casualty and Insurance Reserves:				
Reserve for Injuries and Damages.....	\$52,515 50	.....	\$303 73	\$52,211 77
Insurance and Casualty Reserve.....	450,000 00	.....		450,000 00
Reserve to Protect Stock Material Values.....	36,943 48	.....		36,943 48
Reserve for Bad Debts.....	23,659 66	\$64,567 78	.....	88,227 44
Unadjusted Items.....	4,113 40	\$6,403 05	.....	10,516 45
Amortization of Premium on Investments.....	24,505 79		\$12,465 98	12,039 81
Unearned Rents.....	6,063 70	\$2,106 60	.....	8,170 30
Other reserves and suspense balances.....	20,166 28	.....	18,585 98	1,580 30
Total, Other reserves and suspense credit balances.....	\$617,967 81	\$73,077 43	\$31,355 69	\$659,689 55

¹ Identical with money cost.

² In addition, \$1,916.18 was accrued on securities disposed of during the year.

³ See note 2 above and note 3, page 398.

⁴ Net.

Hudson and Manhattan Railroad Company

Securities

PARTICULARS OF STOCK	Common stock	Preferred stock
Authorized by charter.....	\$45,631,000 00	\$10,000,000 00
Actually issued for property and outstanding ¹	39,995,385 00	5,242,938 75
Dividends paid	(2)	\$131,030 19

PARTICULARS OF FUNDED DEBT	Hudson and Manhattan First Mortgage Bonds	Hudson and Manhattan and Refunding Mortgage Bonds	Adjustment Income Bonds
Nominal date of issue.....	Feb. 1, 1907	Feb. 1, 1913	Feb. 1, 1913
Date of maturity.....	Feb. 1, 1957	Feb. 1, 1957	Feb. 1, 1957
Interest rates and dates.....	4½%, F. & A.	5%, F. & A.	5% as earned A. & O.
Denominations.....	\$1,000 00	\$1,000, \$500, \$100	\$1,000, \$500
Authorized by company.....	\$100,000,000 00	\$65,000,000 00	\$33,574,000 00
By public authority.....	100,000,000 00	37,534,633 66	33,102,000 00
Actually issued to close of year.....	67,148,000 00	37,534,633 66	33,102,000 00
Cash realized.....	(5)	(5)	.....
Property consideration.....	(5)	(5)	.....
Discount.....	Unknown ⁶	\$ 73,798,183 94	(5)
Reacquired, retired, etc.....	\$ 66,204,000 00	¹⁰ 1,136,929 04	¹¹ 1,030,000 00
Actually outstanding.....	944,000 00	36,397,704 62	32,072,000 00
Interest accrued.....	42,480 00	1,876,055 00	1,655,100 00
Interest charged to income.....	42,480 00	1,876,055 00	1,655,100 00
Interest paid.....	42,457 50	1,833,922 50	1,652,387 50
Interest not due.....	17,700 00	781,689 56	827,550 00
Interest matured and unpaid.....	135 00	58,991 29	35,402 50

¹ In addition, Company carries under Capital Stock, 20¾ shares of Common and 67¼ shares of Preferred stock of N. Y. & J. R. R. Co. outstanding, equivalent to \$11,626.25 in H. & M. R. R. Co. stock issuable at par.

² No dividends were declared on Common stock.

³ Dividends declared, 2½%, \$131,030.19 payable Aug. 15, 1933.

⁴ [Cash realized, \$11,768,050.] From annual report of Company for year ended June 30, 1913. See also note 5.

⁵ [Issued in exchange for bonds of constituent companies, \$51,500,000; issued to Hudson Companies for extra work, \$2,055,000; issued for cash, \$13,593,000.] From documents submitted by the Company in Case 1680. See also note 4.

⁶ Under Case 1680 (July 1, 1913) the Company was ordered by the Public Service Commission to amortize \$3,689,482.73, of which \$2,184,586.23 represented the balance of debt discount and expense in connection with the issue of First Mortgage 4½% bonds and \$1,504,896.50 represented the amount required to be amortized in connection with the payment of interest, due February 1, 1913, on First Mortgage 4½% bonds, and back taxes and expenses in connection with the issue of First Lien and Refunding Mortgage bonds and Adjustment Income bonds.

⁷ The \$3,798,183.94 here reported is made up of \$3,675,083.94 reported at June 30, 1913 (see note 6), plus discounts of \$65,400 and \$57,700 sustained in the issue of First Lien and Refunding Mortgage bonds in 1916 and 1917, respectively.

⁸ [Under the readjustment plan, the Company received in cash from stockholders, \$3,845,148.50 and issued therefor \$3,460,633.66 par value of First Lien and Refunding Mortgage bonds, or at the rate of \$900 of bonds for each \$1,000 cash contributed.] From statement filed by the Company with the Commission.

⁹ [\$33,102,000 First Lien and Refunding Mortgage bonds and \$33,102,000 Adjustment Income bonds were issued to take up and retire \$66,204,000 First Mortgage bonds.] From statement submitted by Company in Case 1680.

¹⁰ Of which \$906,500 is held in Property Amortization Fund and \$217,029.04 in Debt Discount Amortization Fund.

¹¹ Of which \$1,000,000 is held in Property Amortization Fund and \$30,000 in Debt Discount Amortization Fund.

Hudson and Manhattan Railroad Company

Income Statement

	Net amount for year	Increase or (D) decrease
Operating Revenues:		
Passenger revenue	\$5,540,156 59	D \$159,016 69
Mail revenue	23,331 36	D 11 41
Miscellaneous transportation revenue ¹	22,400 00	D 26,600 00
Advertising privileges	100,200 00	D 19,800 00
Other car and station privileges.....	205,430 53	D 19,894 04
Rent of ducts.....	94,500 08	9,999 98
Sale of power.....	931 94	413 06
Miscellaneous	2,878 52	56 73
Total Operating Revenues.....	\$5,989,829 02	D \$214,852 37
Operating Expenses:		
Maintenance of way and structures—ex- pended	\$242,754 99	\$30,301 71
Maintenance of way and structures—re- served	109,383 48	.....
Maintenance of equipment—expended....	164,855 40	811 40
Maintenance of equipment—reserved.....	153,697 56	.....
Operation of power plant.....	427,937 16	6,288 61
Operation of cars.....	1,153,485 46	D 51,664 72
Injuries to persons and property.....	49,113 93	14,975 21
Traffic expenses	602 12	D 264 74
General and miscellaneous expenses.....	298,178 76	D 16,636 08
Total Operating Expenses.....	\$2,600,008 86	D \$16,188 61
Taxes Assignable to Street Railway Opera- tions	804,300 10	11,977 11
Total Revenue Deductions.....	\$3,404,308 96	D \$4,211 50
Income from Street Railway Operations....	\$2,585,520 06	D \$210,640 87
Income from Outside Operations:		
Revenue	\$1,926,310 96	
Less Expenses.....	961,150 01	
Taxes	269,299 34	695,861 61
		D 440,774 29
Non-operating Income:		
Interest on Securities....	\$295,645 33	
Interest on bank balances.	387 43	
Interest on Misc. Accounts		
Rec.	857 14	
	\$296,889 90	
Less Amortization of pre- mium or discount on In- vestments	13 59	296,876 31
		D 11,023 05
Gross Income Applicable to Corporate and Leased Properties	\$3,578,257 98	D \$662,438 21
Deductions from Gross Income:		
Track and terminal privileges.....	\$29,903 57	\$1,109 44
Rent for lease of other road.....	3,441 12	.....
Miscellaneous rent deductions.....	20,000 00	.....
Interest on funded debt.....	3,573,635 00	D 3,000 00
Other interest deductions.....	56,926 85	4,911 61
Amortization of debt discount.....	38,761 80	.....
Federal Income tax assumed.....	37,479 70	1,067 22
Other deductions	17,953 60	3,684 39
Total Deductions from Gross Income.	\$3,778,101 64	\$7,772 66
Net Corporate Income or (D) Loss.....	D \$199,843 66	D \$670,210 87

¹ Credit account of Newark tickets sold but not used or redeemed.

Hudson and Manhattan Railroad Company*Corporate Surplus*

Credit balance at beginning of year.....	\$6,766,291	46
Unclaimed wages	238	45
Profit in sale of Liberty Loan Bonds.....	10,339	89
Restoring book value of securities owned, January 1, 1934— per contra	111,455	43

Total credits \$6,888,325 23

Deductions:

Net corporate loss for year.....	\$199,843	66
Dividends declared—2½% on preferred stock	131,030	19
Temporary charge to Surplus for purpose of marking down book values of securities owned to market values as of December 31, 1933, for record in annual report to stock- holders—per contra	111,455	43
	442,329	28

Credit balance, June 30, 1934..... \$6,445,995 95

Operating Expenses

Maintenance of Way and Structures:

Superintendence of way and structures.....	\$9,074	07
Ties	Cr 2	26
Rails	2,526	30
Rail fastenings and joints.....	2,609	86
Special work	4,761	25
Roadway and track labor.....	8,041	63
Miscellaneous roadway and track expenses.....	994	54
Cleaning and sanding track.....	21,660	06
Removal of snow, ice and sand.....	2,244	26
Repairs of tunnels.....	53,898	05
Repairs of signal and interlocking systems.....	52,711	64
Telephone and telegraph repairs.....	6,885	88
Other miscellaneous way expenses.....	5,224	89
Transmission system repairs.....	100	00
Distribution system repairs.....	25,202	26
Miscellaneous electric line expenses.....	139	30
Repairs of buildings and structures:		
Stations and waiting rooms.....	43,143	92
Shops	1,329	02
Miscellaneous	2,210	32
Depreciation of way and structures.....	109,383	48

Total \$352,138 47

Maintenance of Equipment:

Superintendence of equipment.....	\$10,519	00
Repairs of sub-station equipment.....	4,416	17
Repairs of passenger and combination cars.....	100,369	14
Repairs of electric (motor) equipment of cars.....	23,545	14
Repairs of shop machinery and tools.....	316	22
Shop expenses	25,689	73
Depreciation of equipment.....	153,697	56

Total \$318,552 96

Power:

Sub-station labor	\$30,181	79
Miscellaneous power plant supplies and expenses.....	523	61
Sub-station supplies and expenses.....	1,869	64
Power purchased	395,362	12

Total \$427,937 16

Hudson and Manhattan Railroad Company*Operating Expenses—Concluded***Operation of Cars:**

Superintendence of equipment.....	\$104,687 55
Passenger motormen	150,983 04
Passenger conductors	113,541 12
Guards	224,343 77
Other passenger trainmen.....	5,779 55
Miscellaneous car service employees.....	58,511 28
Miscellaneous car service expenses.....	14,281 20
Station employees	262,573 59
Station expenses	41,903 57
Car-house employees	107,457 75
Car-house expenses	7,984 49
Operation of signal and interlocking systems.....	53,108 14
Operation of telephone and telegraph systems.....	6,207 65
Other transportation expenses.....	2,122 76

Total	\$1,153,485 46
-------------	----------------

Injuries to Persons and Property:

Carried to Reserve.....	Cr \$303 73
Claim department expense.....	12,107 07
Medical expenses	3,833 74
Claims for injuries to employees.....	2,332 97
Other injuries and damages.....	30,029 95
Court costs and expenses.....	470 35
Law printing	643 58

Total	\$49,113 93
-------------	-------------

Traffic Expenses:

Advertising	\$602 12
-------------------	----------

General and Miscellaneous Expenses:

Salaries and expenses of general officers.....	\$54,400 08
Salaries and expenses of general office clerks.....	64,457 04
General office supplies and expenses.....	2,875 48
General law expenses.....	16,857 68
Insurance	14,061 10
Relief department and pensions.....	17,123 84
Miscellaneous general expenses.....	25,526 80
Joint general expense—Dr.....	83,359 33
General stationery and printing.....	9,398 59
Store expenses	10,118 82

Total	\$298,178 76
-------------	--------------

Grand total—Operating Expenses.....	\$2,600,008 86
-------------------------------------	----------------

*Power***Purchased:**

	Kw. hrs.	Amount
From New York Edison Co. (11,000 volts A. C.)	54,422,000	\$466,375 43
Of which charged to:		
Operating Expenses	45,624,402	395,362 12
Hudson Terminal Buildings, etc.....	8,797,598	71,013 31

Sold:

To Station Tenants.....	\$931 94
-------------------------	----------

Hudson and Manhattan Railroad Company

Taxes ¹

CLASS OF TAX	Amount of levy	Amount accrued	Amount paid
Local:			
Real estate:			
Street railway operation.....	* \$358,399 33	\$102,398 63	\$350,018 03
Hudson Terminal Buildings.....		234,343 75	
Other real estate.....		11,849 38	
Corporate real property.....	33,728 00	31,737 50	31,990 75
Special franchise.....	294,877 81	288,111 58	324,769 62
Emergency tax on Gross Earnings:			
Street railway operation.....	16,886 20	3,247 64	16,886 20
Hudson Terminal Buildings.....		16,864 07	
Other real estate.....		774 49	
Personal property.....		229 00	
State:			
Gross Earnings:			
Street railway operation.....	13,463 67	756 00	13,463 67
Hudson Terminal Buildings.....		7,452 00	
Other real estate.....		300 00	
Franchise tax on Capital Stock.....	8,087 50	9,283 75	8,087 50
State and Local — New Jersey.....	360,501 66	354,709 39	360,501 66
Federal:			
Income:			
Street railway operation.....		* Cr 5,539 00	5,194 76
Hudson Terminal Buildings.....		* Cr 2,200 00	
Other real estate.....		* Cr 118 00	
Capital stock.....	19,323 50	19,323 50	9,662 00
Bank checks, excise, etc.:			
Street railway operation.....	75 76	42 11	75 76
Hudson Terminal Buildings.....		28 05	
Other real estate.....		5 60	
Total.....	\$1,105,343 43	\$1,073,599 44	\$1,120,649 95
Of which charged to:			
Street railway operation.....		804,300 10	
Hudson Terminal Buildings.....		266,487 87	
Other real estate.....		12,811 47	

Outside Operations

ITEM	HUDSON TERMINAL BUILDINGS		OTHER REAL ESTATE	
	Amount for year	Increase or (D) decrease	Amount for year	Increase or (D) decrease
Gross Revenues.....	\$1,827,294 22	D \$441,595 15	\$399,016 74	\$692 81
Revenue Deductions:				
Maintenance — actual.....	\$80,133 57	D \$9,807 95		
Maintenance — depreciation re- serve.....	240,864 00		\$21,334 46	D \$754 80
Other direct operating expenses.....	396,170 46	D 22,032 72		
General operating expenses.....	222,647 52	33,833 54		
Taxes.....	256,487 87	D 339 40	12,811 47	D 1,026 72
Total revenue deductions....	\$1,196,303 42	\$1,653 47	\$34,145 93	D \$1,781 52
Operating Income.....	\$630,990 80	D \$443,248 62	\$64,870 81	\$2,474 33

¹ There are no taxes due and unpaid.² Hudson Terminal Buildings, \$335,920; New York City—Downtown real estate, \$9,574.40; Uptown real estate, \$2,339.20; easements, \$8,024; Jersey City real estate, \$2,541.73.³ Reversal of overaccrual prior to June 30, 1933.

Hudson and Manhattan Railroad Company
DESCRIPTION OF ROAD AND EQUIPMENT

Miles of Road and Track, June 30, 1934

Electrically operated subway, third rail contact

ROAD OR BRANCH, PRINCIPAL STREETS TRAVERSED AND TERMINI	Road	Second track	Other track	All running track	Increase or (D) decrease
<i>Roads owned under title in perpetuity:</i>					
Uptown tunnels: Hoboken, N. J., to Broadway and 33d street, New York City ¹	3.601	3.601	0.377	7.579	.....
Downtown tunnels: Hudson Terminal, New York City to Bridge No. 1½, Jersey City, N. J.....	2.556	2.569	0.596	5.721	.....
Washington Street line: Exchange Place station to caissons Nos. 1 and 2, Jersey City.....	1.712	1.712	0.124	3.548	.....
Total owned.....	7.869	7.882	1.097	16.848	.....
<i>Trackage rights from Pennsylvania R. R. Co.</i>					
Bridge No. 1½ to center line of Journal Square station ²	0.630	0.630	.....	1.260	.....
Total operated.....	8.499	8.512	1.097	18.108	.....
Whereof in New York.....	3.147	3.170	0.774	7.091	.....
Whereof in New Jersey.....	5.352	5.342	0.323	11.017	.....

Track in carhouses, shops and yards.—Owned, 1,920 miles; owned by Pennsylvania R. R. but maintained and operated exclusively by respondent, 1,530 miles; total, 3,450 miles, all in Jersey City.

Cars.—Held by respondent and available for service at close of year: Total number of passenger cars, 324; baggage cars (bodies only), 2; service cars, 5; (4 work cars and 1 crane car).

Detail of passenger cars: Construction, steel. Seating capacity, average 44. Average weight of complete car, 72,362.

Sub-Station Equipment³

EQUIPMENT	Mini- mum rated capa- city during the year	IN SERVICE AT CLOSE OF YEAR			
		Number of units	RATED CAPACITY		
			Total	Maxi- mum indi- vidual	Mini- mum indi- vidual
Switchboard A. C. line panels — kw.....	16,552	17	16,552	2,167	29
Switchboard A. C. rotary panels — kw.....	68,375	34	68,375	2,475	711
Switchboard D. C. rotary panels — kw.....	45,000	20	45,000	2,250	2,250
Switchboard feeder panels — kw.....	51,750	23	51,750	2,250	2,250
Other switchboard panels — kw.....	43,764	28	43,764	13,437	2
Rotaries — kw.....	27,750	17	27,750	3,000	750
Transformers for rotaries — kw.....	31,125	53	31,125	1,050	275
Other transformers — kw.....	740	5	740	220	60
Storage battery cells for station use — a. h...	60	110	60	30	30

Miscellaneous.—Number of sub-stations, 3; repair shops, 1; office (Hudson Terminal) buildings, 2; passenger stations, 13; exchange points, 5.

¹ The City of New York has the right to purchase, 25 years after beginning of operation, the section of the railroad known as the Sixth Avenue Extension, extending from the north line of the intersection of 9th Street and Sixth Avenue to the 33d Street Terminal, under the terms of Section K of the Certificate dated February 2, 1905.

² Track owned by Pennsylvania R. R. Co. and jointly used by that company and Hudson and Manhattan Railroad Company. The actual maintenance work is performed by the former but paid for by the latter on an apportionment determined by the Hudson and Manhattan's usage as indicated by car miles and train movements.

³ As of January 1, 1929, the Company's main power station in Jersey City was abandoned and the equipment retired.

Hudson and Manhattan Railroad Company
Passenger Movement by Routes

DESIGNATION OF ROUTE	Average		Car trips (round)	Passenger car miles (active)	Car seat miles (active)	Passenger car hours
	Length of route (miles)	maximum cars per day				
Hoboken — 33d Street.....	3.53	38	176,786	1,248,089	54,915,916	82,499
Hudson Terminal — Hoboken.....	2.96	56	227,528	1,346,954	59,265,976	75,500
Grove Street — 33d Street.....	4.29	{	3,775	41,088	1,807,872	2,489
Journal Square — 33d Street.....	5.71	80	243,195	2,738,698	120,502,712	159,597
Hudson Terminal — Journal Square.....	3.20	70	383,836	2,456,472	108,084,750	115,999
Total.....	8.50	244	1,035,120	7,831,301	344,577,226	436,084

Ticket Sales by Stations

STATION	NUMBER OF REVENUE PASSENGERS						Total	Passenger receipts
	At 10 cents	At 8.64 cents ¹	At 7.64 cents ¹	At 6 cents	At 5 cents ¹			
Hudson Terminal.....	285,646	95,269	5,325,717	19,687,617	1,518,309	25,531,643	\$1,614,057 24	
Christopher Street.....	498,535	171,013			344,193	725,108	54,005 47	
9th Street.....	1,519,584	249,226			24,958	694,506	65,876 92	
14th Street.....	374,803	69,722			56,041	1,824,851	176,293 56	
19th Street.....	743,134	135,249			33,893	478,418	45,198 95	
23d Street.....	544,131	128,277			14,003	892,386	86,699 07	
28th Street.....					2,652	675,060	65,628 85	
33d Street.....	5,204,760	1,036,477				6,241,237	610,027 68	
Total New York Stations.....	9,170,593	1,885,233	5,325,717	19,687,617	994,049	37,063,209	\$2,717,787 74	
New Jersey Stations.....	8,612,489	1,816,787	5,979,559	20,535,614	12,303,488	39,247,937	2,822,368 85	
Total.....	17,783,082	3,702,020	11,305,276	40,223,231	13,297,537	76,311,146	\$5,540,156 59	

¹ Passengers are carried under joint traffic agreement with the Pennsylvania R. R. between New York and Journal Square Station or Exchange Place Station, as follows: At 8.64 cents, 3,702,020; at 7.64 cents, 1,300,155 (of which 781,846 are included in New Jersey Stations ticket sales); total, 16,307,451.

Hudson and Manhattan Railroad Company*Power Used*

Purchased 47,899,906 kw. hrs. A. C.; lost in conversion, 2,394,995 kw. hrs.; used for shops, stations, signal apparatus, etc., 4,308,668 kw. hrs. A. C.; sold, 8,613 kw. hrs. D. C.; used for cars on respondent's tracks, 41,187,630 kw. hrs. D. C.

Accidents

EXTENT OF INJURY	IN NEW YORK CITY			OUTSIDE OF NEW YORK CITY			
	Pas- sengers	Em- ployees	Total	Pas- sengers	Em- ployees	Others	Total
Fatalities.....						1	1
Serious injuries.....				1			1
Minor injuries.....	329	6	335	301	16		317
Total.....	329	6	335	302	16	1	319

Actions for Damages

ITEM	NUMBER OF SUITS			
	In Municipal Courts	In City and County Courts	In Supreme Court	Total
Pending at beginning of year.....	57	42	18	117
Brought during the year.....	34	8	4	46
Total.....	91	50	22	163
Disposed of:				
Settled before trial by payment to claimant.....	12	7	5	24
Judgment rendered.....	3	3		6
Case dismissed.....	8	3		11
Otherwise disposed of.....		4	2	6
Total.....	23	17	7	47
Pending at close of year.....	68	33	15	116

Judgments.—Unpaid at beginning of year, 1, \$250 (on appeal); rendered during year, 6, \$6,419.75; additional costs on appeal, \$91.80; paid during year, 5, \$2,911.55; unpaid at close of year, 2, \$3,850 (on appeal).

Settlements

FISCAL YEAR IN WHICH ACCIDENT OCCURRED	CLAIMS SETTLED (RELEASE BEFORE SUIT)		SUITS COMPROMISED		JUDGMENTS PAID		TOTAL SETTLEMENTS	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount
June 30, 1934.....	188	\$8,042 26	8	\$560 00	1	\$213 60	197	\$8,815 86
June 30, 1933.....	19	3,123 75	6	725 00	2	583 70	27	4,432 45
June 30, 1932.....	1	750 00	3	4,530 00			4	5,280 00
June 30, 1931.....			4	3,900 00	1	1,864 25	5	5,764 25
June 30, 1930.....			1	150 00	1	250 00	2	400 00
Prior years.....			2	2,875 00			2	2,875 00
Total.....	208	\$11,916 01	24	\$12,740 00	5	\$2,911 55	237	\$27,567 56

Hudson and Manhattan Railroad Company

Employees and Wages ¹

OCCUPATION	Number at close of year	Total compensation
General Office Staff:		
General officers	10	\$54,247 83
Managers, superintendents, etc.....	25	69,514 13
Lawyers	3	11,090 65
Claim department employees.....	2	4,232 13
Medical department (including doctors).....	1	2,700 00
Clerks and bookkeepers.....	39	52,117 44
Stenographers and typists.....	8	8,347 94
Telephone operators	2	2,103 04
Messengers and others.....	3	2,322 00
Storekeepers and inventory men.....	7	8,088 22
Transportation:		
Inspectors and assistant inspectors.....	2	4,293 41
Train clerks	11	18,311 02
Starters and dispatchers.....	11	29,146 01
Depot masters	1	1,798 39
Ticket agents	79	94,921 26
Clerks	14	17,723 71
Gatemen and platformmen.....	126	131,388 34
Guards	235	314,865 11
Conductors	77	143,649 34
Motormen	87	196,087 17
Switchmen, foremen and towermen.....	62	113,441 29
Other way and structures employees	38	55,934 04
Road and track men.....	61	59,844 19
Electricians	61	113,481 59
Other station employees.....	52	49,921 73
Other storehouse employees.....	6	5,698 99
Storehouse laborers	1	1,126 80
Chauffeurs	3	3,431 48
Power:		
Chief operators	3	7,228 97
Dynamo and switchboard men.....	7	14,742 67
Electricians and helpers.....	14	22,716 44
Foremen	1	2,862 00
Car Houses and Shops:		
Clerks and foremen.....	5	7,463 46
Car cleaners	31	28,839 25
Carpenters	1	1,214 90
Blacksmiths	1	1,246 40
Blacksmiths' helpers	1	829 16
Machinists	14	15,826 92
Shop repairmen	37	48,566 90
Shop helpers	46	38,844 09
Pipefitters	1	1,309 07
Electricians and wiremen.....	11	13,114 56
Tinners	2	2,379 91
Painters	11	2,038 54
Armature winders	1	1,240 90
Other shop employees.....	12	17,563 70
Inspectors and foremen.....	71	95,641 58
Inspectors' helpers	24	20,635 17
Total	1,321	\$1,914,131 84

¹ In street railway department.

Hudson and Manhattan Railroad Company*Distribution of Total Compensation*

NAME OF ACCOUNT	Amount charged
Street railway operating expenses:	
Maintenance of way and structures.....	\$171,421 15
Maintenance of equipment.....	84,462 61
Operation of power plant.....	35,152 81
Operation of cars.....	1,106,916 15
Injuries to persons and property.....	10,772 17
Traffic expenses	136 31
Other general expenses.....	138,233 54
Total street railway operating expenses.....	\$1,547,094 74
Outside operations	363,415 27
Fixed capital	34,071 04
Pennsylvania R. R. Co.—Joint service.....	224,539 01
Other accounts	105,741 18
Total compensation	\$2,274,861 24

Number in Service at Close of Year¹ and Hourly Rates of Wages of Trainmen²

	Number	Hourly rate
Motormen	87	3 82
Conductors	77	3 67
Guards	235	3 54½
Ticket agents	79	(*)
Total	478	

Officers.—President and General Manager, Carl S. Klumpp; Vice-President and Chief Engineer, J. Vipond Davies; Vice-President in Charge of Real Estate, P. Compton Miller; Secretary, Assistant Treasurer and Claim Agent, Robert B. Kay; Treasurer and Assistant Secretary, Wesley S. Twiddy; Comptroller, Paul Shepard; Assistant Comptroller, Fletcher H. Sillick; Attorney, John E. Buck; Purchasing Agent, Harry W. Webber.

Directors.—William H. Barnum, Arthur Brisbane, Walter F. Brown, Lewis L. Clarke, J. Vipond Davies, Jerome J. Hanauer, Percy H. Johnston, Carl S. Klumpp, H. Hobart Porter, Albert H. Wiggin.

Main Business Office.—30 Church Street, New York, N. Y.

Report verified by Robert B. Kay, Secretary, September 19, 1934.

¹ Includes employees not on payroll for week.

² Employees while engaged in Newark Rapid Transit service received the following rates regardless of length of service: Motormen, 82 cents; Conductors, 72 cents; Guards, 63½ cents.

³ In all years of service.

⁴ Consists of 7 in first year at 43 cents, 2 in second year at 44 cents, 5 in fourth year at 46 cents and 65 in fifth and later years at 48 cents. Chief agents receive 50 and 51½ cents per hour.

INTERBOROUGH RAPID TRANSIT COMPANY

OPERATED BY RECEIVER

LESSEE OF MANHATTAN RAILWAY AND MUNICIPAL RAPID TRANSIT RAILROAD
(CONTRACTS NOS. 1, 2 AND 3)

Incorporated May 6, 1902. The major part of the voting power is vested in Charles Hayden, Frank L. Polk and Gerhard M. Dahl as voting trustees under the Voting Trust Agreement dated October 1, 1922, as per resolution of the Interborough-Metropolitan Company Collateral Trust 4½% Bondholders Committee adopted December 19, 1922, authorizing the delivery to the voting trustees of 339,128 shares of capital stock of the respondent.

The Interborough Rapid Transit Company operates the lines of the Manhattan (elevated) Railway Company under a lease expiring November 1, 2874. It also operates the rapid transit railways (subway) built by the City of New York under Contracts Nos. 1, 2 and 3 and Related Certificates, under leases, each of which is for a term of forty-nine years from January 1, 1917, or date of completion of construction.

Receivers were appointed on August 26, 1932.

The Rapid Transit Subway Construction Company is controlled by the respondent through ownership of stock.

Important Changes during Year.—On July 1, 1933 and January 1, 1934 there was withdrawn out of Special Trust and delivered to the Guaranty Trust Company, Trustee of the First and Refunding Mortgage, \$92,000 and \$59,000 par value First and Refunding Mortgage 5% Bonds, representing payment into Sinking Fund.

The increase in the Sinking Fund for the First and Refunding Mortgage 5% Bonds was as follows:

	<i>Par value</i>
Bonds purchased in open market by Receiver, cost \$1,267,154.27, excl. accrued interest.....	\$1,884,000
Cash in Fund June 30, 1933.....	\$526 18
Cash deposited—Part payment of Sinking Fund obligation, July 1, 1933, and January 1, 1934.....	391,773 00
Cash collected—Interest on bonds in Sinking Fund, July 1, 1933 and January 1, 1934....	2,353,725 00
	<hr/> \$2,746,024 18
Less Cash unexpended	380 69
Expended by Trustee for bonds.....	<hr/> \$2,745,643 49
	3,862,000
Bonds withdrawn from Special Trust (additional payment into Sinking Fund under this Company's agreement with Bond and Note Holders' Committee):	
July 1, 1933.....	\$92,000 00
January 1, 1934.....	59,000 00
	<hr/> 151,000
Total	<hr/> \$5,897,000

The Company wrote off its investment in New York & Queens County Railway Company as follows:

Open Account	\$2,724,670 68
Cash Advanced	3,917,222 36
Accrued Interest	219,462 11
Total	<hr/> \$6,861,355 15

The Company also charged to Profit and Loss during the year \$3,118,358.78 "Federal Taxes Assessed against Manhattan Railway Company under protest or in litigation," representing excess payments over accruals for the years 1917 to 1923, as finally adjudicated in settlement with U. S. Government in May, 1934.

Interborough Rapid Transit Company

Changes in Securities held by the Company and Receiver as investments of various funds were as follows:

	Increase or (D) decrease	
	Par value	Cost
<i>Depreciation Funds Under Contract No. 3:</i>		
Railroad and Equipment:		
Governmental Securities	\$510,000	\$508,612 19
Railroad, Utilities and Industrial Bonds.	D 200,000	D 195,819 25
Existing Railroads:		
Governmental Securities	17,000	16,510 44
Railroad and Utilities Bonds.....	D 10,000	D 9,800 00
Existing Equipment:		
Governmental Securities	500,000	499,742 80
Railroad, Utilities and Industrial Bonds.	D 235,000	D 228,593 50
<i>Depreciation Fund Under Elevated Extensions Certificate:</i>		
Governmental Securities	65,000	67,112 50
Railroad and Utilities Bonds.....	D 21,000	D 20,400 00
Net change in Securities held in Depreciation Funds	\$626,000	\$637,365 18
<i>Miscellaneous Investments:</i>		
City of New York Bonds and Corporate Stock	D \$40,000	D \$41,675 00
State of New York Bonds.....	D 340,000	D 340,000 00
Commonwealth of Massachusetts.....	D 200,000	D 200,000 00
Net decrease in Miscellaneous Investments	D \$580,000	D \$581,675 00

On March 23, 1934, one of the Receivers, Victor J. Dowling, died, and Thomas E. Murray, Jr., was continued by the Court, as sole Receiver.

On April 1, 1934, Frank Hedley retired as General Manager for Receiver, but continued in service as General Adviser for Receiver.

On April 1, 1934, George Keegan was appointed General Manager for Receiver.

No new powers or franchises were acquired.

Interborough Rapid Transit Company
Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed		Retired
	Original capital	Renewals and replacements	
CONTRACTS NOS. 1 AND 2			
"Fixed Capital, December 31, 1908"			
Cars			\$106 29
Fixed Capital Installed since Dec. 31, 1908:			
Stations, waiting rooms and misc. buildings			7,565 00
Revenue cars		\$697 65	.....
Total, Contracts Nos. 1 and 2..		\$697 65	<u>\$7,671 29</u>

CONTRACT NO. 3 AND RELATED CERTIFICATES

Fixed Capital Installed since Dec. 31, 1908:			
Other intangible street railway capital	\$1,461 64		
Right of way	Cr 10 59		
Grading	8,841 08		
Elevated structures and foundations	30 00	\$977 98	
Interlocking and other signal apparatus	72,200 88		
Distribution system	2,578 23		
Stations, waiting rooms and misc. buildings	Cr 6,010 23		\$11,290 00
Power plant electric equipment..	Cr 98 80		
Revenue cars		1,101 97	
Electric equipment of cars.....	98 80		
Engineering and superintendence..	Cr 159 39		
Law expenditures during construction	76 75		
Injuries during construction.....	13,291 53		
Interest during construction.....	55,026 68		
Misc. construction expenditures...	21,766 80		
Total, Contract No. 3 and Related Certificates	\$169,093 38	\$2,079 95	\$11,290 00
Grand total	\$169,093 38	\$2,777 60	\$18,961 29

Expenditures for Original Capital under Contract No. 3 and Related Certificates

Contract No. 3:	
Equipment	\$41,949 65
Manhattan Third Tracking:	
Plant and Structure.....	24,078 27
Elevated Extensions:	
Plant and Structure.....	27,624 92
Equipment	Cr 4,495 55
Manhattan Division Power Plant.....	2,117 58
Additions to Contract No. 3:	
Construction	Cr 6,809 80
Equipment	83,619 10
Additions to Company Lines:	
Plant and Structure.....	1,009 21
Total	\$169,093 38

Interborough Rapid Transit Company
Power Bought, Exchanged and Sold

NAME OF COMPANY	Total number of kw. hrs.	Average rate per kw. hr. (cents)	Amount credited to revenue	Amount debited or (Cr) credited to expenses
SUBWAY DIVISION				
<i>Bought</i>				
New York Central R. R. Co., A. C.	2,212,436	(1)	.....	\$18,805 71
Brooklyn Edison Co., A. C.	19,181	(1)	.....	4,710 80
New York Edison Co., A. C.	8,890	(1)	.....	23,627 48
United Electric L. & P. Co., A. C.	68,637	(1)	.....	17,634 35
N. Y. & Queens Elec. L. & P. Co., A. C. .	270	(1)	.....	500 00
Third Avenue Ry. Co., D. C.	121	3.0000	.....	3 63
New York & Queens Transit Corp., D. C. .	110	1.0000	.....	1 10
Long Island R. R. Co., D. C.	19,160	4.0000	.....	766 40
New York Rapid Transit Corp., D. C.	240	3.0000	.....	7 20
8th & 9th Aves. Ry. Co., Recr., D. C.	5	3.0000	.....	15
New York Railways Corp., D. C.	134	4.0000	.....	5 36
Total.....	2,329,184	—	.....	\$46,062 18
<i>Exchanged</i>				
Received from Manhattan Div.:				
A. C.	437,628,222	0.6395	.....	\$2,798,466 43
D. C.	28,252,556	1.0517	.....	297,142 83
Delivered to Manhattan Div.:				
A. C.	6,591,855	0.8753	.....	Cr 57,701 56
D. C.	73,945,107	0.9431	.....	Cr 697,392 17
Received from Manhattan Div.—Net...	385,343,816	—	.....	\$2,340,515 53
<i>Sold</i>				
New York Rapid Transit Corp.:				
A. C.	8,333,245	0.8790	\$73,251 19	.....
D. C.	112,441,200	1.1163	1,255,176 86	.....
City of N. Y., Dept. of Water Supply:				
A. C.	10,680	2.9348	313 44	.....
D. C.	13,848	2.9359	406 56	.....
New York Central R. R. Co., A. C.	64,400	0.8500	547 40	.....
New York & Queens Transit Corp., A. C. .	11,117,700	0.8168	90,814 68	.....
Other A. C.	3,908	5.0000	195 40	.....
Other D. C.	80	4.0000	3 20	.....
Total.....	131,985,061	—	\$1,420,708 73	.....
MANHATTAN RAILWAY DIVISION				
<i>Bought</i>				
New York Edison Co., A. C.	2,437,400	1.1000	.....	\$26,811 40
United Electric L. & P. Co., A. C.	637	(1)	.....	44 56
New York Central R. R. Co. { A. C.	27,604	(1)	.....	293 50
D. C.	147	(1)	.....	24 00
Total.....	2,465,788	—	.....	\$27,173 46
<i>For Power Exchanged see SUBWAY DIVISION above</i>				
<i>Sold</i>				
New York Railways Corp.:				
A. C.	46,278,660	0.8172	\$378,204 38	.....
D. C.	724,007	1.2594	9,118 17	.....
New York Central R. R. Co., A. C.	59,740	0.8500	507 79	.....
8th & 9th Aves. Ry. Co., Recr., D. C. ...	1,564,664	2.6196	40,988 01	.....
Total.....	48,627,071	—	\$428,790 20	.....

¹ Minimum charge contracts.² Includes Cr \$58.50 to cancel overaccrual on Estate books.³ Exclusive of 17,513,563 kw. hrs. D. C. used by New York Rapid Transit on Astoria-Flushing Line.⁴ Includes Cr \$28.15, adjustment of 1933 accrual for Second Avenue R. R. Co.

Interborough Rapid Transit Company
Corporate Deficit (Company and Receiver)

Deficit at beginning of year.....	\$2,549,590 09	
Net debit balance for year transferred from Income Account:		
Company's Books—Net Corporate Loss....	\$13,701,779 68	
Receiver's Books—Net Corporate Income.....	12,840,731 95	861,047 73
<hr/>		
Loss sustained on Investment in New York & Queens County Railway Company:		
Labor, Material and Power.....	\$2,723,215 68	
Notes Receivable	3,917,222 36	
Accrued Interest	219,462 11	
Expenses incident to liquidation.....	1,455 00	6,861,355 15
<hr/>		
Excess payments over accruals for the years 1917 to 1923 of Federal Taxes assessed against Manhattan Railway Company paid under protest.....		3,118,358 78
Difference between inventory value and general ledger:		
Shop manufacturers inventory.....	\$7,026 86	
Ledger	24,669 44	17,642 58
<hr/>		
Amount temporarily charged to Suspense.....		13,709 18
Interest accrued and not collected, Manhattan Ry. Bank balances		55 00
Interest penalty on real estate taxes, 1933.....		10 59
<hr/>		<hr/>
Total debits	\$13,421,769 10	
Credits:		
Adjustment of interest (net) chargeable to Capital Account under Elevated Extensions.....	\$163 08	
Other credits	5 56	168 64
<hr/>		<hr/>
Deficit, June 30, 1934.....	\$13,421,600 46	

Officers.—President and General Manager, Frank Hedley; Vice-President, E. E. Starbard; Secretary and Treasurer, H. M. Fisher, Assistant Secretary, A. C. Wigren; Assistant Treasurers, J. A. McGurgan and E. W. Sayre; Auditor, John Starets; Comptroller, H. T. Berry; General Counsel, J. L. Quackenbush; Claim Agent, James F. Smith.

Officers Appointed by Receiver, Thomas E. Murray, Jr.—General Adviser, Frank Hedley; General Manager, George Keegan; Assistant General Manager, E. E. Starbard; Secretary and Treasurer, H. M. Fisher; Assistant Treasurers, J. A. McGurgan and E. W. Sayre; Comptroller, H. T. Berry; Auditor, John Starets; General Attorney, James Quackenbush.

Directors.—Representing Voting Trust Certificates: Edward J. Berwind, Mortimer N. Buckner, P. J. Connolly, Gerhard M. Dahl, Charles E. Dunlap, H. M. Fisher, Charles Hayden, Frank Hedley, and Albert H. Wiggin, Representing City of New York, Park A. Rowley and Frank P. Walsh. Representing Manhattan Railway Company: Thomas I. Parkinson, Finley J. Shepard, and Roulhac Anderson (all resigned by letter dated November 10, 1932, resignations not formally accepted by Board of Directors). Representing I. R. T. Company 5% Bondholders: W. Findlay Downs, Frederick H. Ecker and Samuel W. Reyburn.

Main Business Office.—165 Broadway, New York, N. Y.

Report verified by Thomas E. Murray, Jr., Receiver, September 24, 1934.

JAMAICA CENTRAL RAILWAYS, INC.

Organized March 22, 1926. The franchises and other property of the Long Island Electric Railway Company (incorporated March 5, 1894) were acquired and operation was begun by this Company April 5, 1926. All trolley operation was discontinued on November 25, 1933 (see *Important Changes during Year* below).

Important Changes during Year.—By orders dated October 11, 1933, in Cases 3005, 3006 and 3140, the Transit Commission approved the applications of the Company's Declaration of Abandonment of its route and franchise. The Jamaica to Hook Creek Line was discontinued November 11, 1933, and the Liberty Avenue Line, November 25, 1933, the Jamaica Buses, Inc., commencing operation of practically the same routes immediately upon the discontinuance by the Jamaica Central Railways, Inc. (see page 519). The total of single track abandoned was 21.40 miles, excluding 0.68 miles in car houses.

For operating data for the period July 1 to November 25, 1933, see General Tables I-XV.

BALANCE SHEET

June 30, 1933	ASSETS	December 31, 1933
\$286,304 27	Fixed Capital—Gross Investment.....	\$124,986 97
261,195 55	<i>Less</i> Accrued amortization of capital.....	47,735 43
\$25,108 72	Fixed capital—net investment.....	\$77,251 54
\$32,221 25	Miscellaneous Investments	\$259,910 53
	Current Assets:	
\$78,114 13	Cash	\$23,967 58
500 00	Special deposits	
3,773 12	Accounts receivable	3,439 08
802 83	Interest and dividends receivable.....	1,278 77
\$83,190 08	Total current assets.....	\$28,685 43
8,275 28	Materials and Supplies.....	2,000 00
\$91,465 36	Total floating capital.....	\$30,685 43
	Miscellaneous Temporary Debits:	
	Advances to Jamaica Buses, Inc.....	\$36,180 01
\$4,274 73	Prepayments	289 07
\$4,274 73	Total deferred debit items.....	\$36,469 08
\$153,070 06	Total Assets	\$404,316 58
	LIABILITIES AND CAPITAL	
\$20,000 00	Common Stock	\$20,000 00
	Unfunded Debt:	
\$20,485 97	Taxes accrued	\$2,111 26
	Open account due Jamaica Buses, Inc.....	2,025 33
	Notes (less than 1 year) due Jamaica Buses, Inc.....	200,000 00
17,946 57	Miscellaneous accounts payable.....	6,761 40
3,630 35	Due for wages and salaries.....	
\$42,062 89	Total unfunded debt.....	\$210,897 99
	Reserves and Suspense Credit Balances:	
\$70,051 49	Casualties and insurance reserve.....	\$79,316 90
2,795 80	Suspense—Unearned passenger revenue.....	2,407 65
\$72,847 29	Total reserves and suspense credit balances....	\$81,724 55
\$18,159 88	Corporate Surplus	\$91,694 04
\$153,070 06	Total Liabilities and Capital.....	\$404,316 58

¹ Includes 30,000 shares of Common Stock of Jamaica Buses, Inc., \$200,000.

Jamaica Central Railways, Inc.
*Income Statement of Bus Operations*¹

	Period July 1 to November 11, 1933	
Operating Revenues:		
Passenger revenue (270,581 passengers at 5 cents).....	\$13,529 05	
Advertising	85 49	
Rental	83 30	
Total Operating Revenues.....		<u>\$13,697 84</u>
Operating Expenses:		
Maintenance of Plant and Equipment:		
Superintendence of plant and equipment....	\$132 36	
Repairs of buildings and fixtures.....	35 96	
Repairs of bus bodies, chassis and motors..	573 16	
Tire rental	378 04	
Miscellaneous shop expenses.....	17 00	
Depreciation of Equipment.....		<u>\$1,136 52</u>
Transportation Expenses:		
Superintendence of transportation.....	\$760 72	
Garage employees	380 65	
Garage supplies and expenses.....	12 39	
Fuel and lubricants.....	1,688 83	
Bus operators	3,441 84	
Road expenses	44 17	
Other transportation expenses.....	11 74	<u>6,340 34</u>
Administrative and General Expenses:		
Salaries and expenses of general officers....	\$341 50	
Salaries and expenses of general office clerks	329 81	
General office supplies and expenses.....	12 00	
General law expenses.....	86 50	
Insurance	669 12	
Accidents and damages, reserved and expended	1,162 32	<u>2,601 25</u>
Total Operating Expenses.....		<u>\$10,078 11</u>
Taxes		655 59
Hire of Equipment.....		1,104 15
Total Revenue Deductions.....		<u>\$11,837 85</u>
Net Operating Profit.....		<u><u>\$1,859 99</u></u>

¹ For Jamaica Buses, Inc., see page 521.

KINGSBRIDGE RAILWAY COMPANY

LESSOR

Incorporated January 25, 1898. The Third Avenue Railway Company owns all of the capital stock and operates the property.

Important Changes during Year.—None.

*Corporate Surplus*¹

Credit balance at beginning of year.....	\$5,052 98
To write off balance of amount owing lessee, Third Avenue Railway, for betterments.....	13,722 49
Credit balance, June 30, 1934.....	<u>\$18,775 47</u>

Officers.—President, S. W. Huff; Vice-President, L. Sutherland; Secretary, V. McQuistion; Assistant Secretary, J. A. Thake; Treasurer, A. D. Sage; Assistant Treasurer, F. T. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison.

Directors.—Wm. C. Ewen, G. W. Davison, S. W. Huff, L. F. Straus, J. W. Platten, J. H. Seaman.

Main Business Office.—2396 Third Avenue, New York, N. Y.

Report verified by Leslie Sutherland, Vice-President, October 1, 1934.

¹ The Income Statement shows no figures as the respondent accrues no rental from lease of road, the proposed lease to the Third Avenue Railway Company not having received the approval of the Public Service Commission (see Case 780, December 8, 1908). The respondent accrues no interest on its notes to the Third Avenue Railway Company.

MANHATTAN AND QUEENS TRACTION CORPORATION

Incorporated November 2, 1912 as a reorganization of the South Shore Traction Company (incorporated March 2, 1903). On November 15, 1917, Receivers were appointed who operated the property until May 3, 1929, when possession was transferred to the corporation.

R. I. Byington holds subscription rights to 192 shares of stock, and H. O. Loebell, E. G. Borden, E. P. Heiles, C. J. Wright, B. W. Duncan, Harrison Cary, W. F. Anderson and Alfred Johnson each holds a subscription right to one share.

Important Changes during Year.—A payment of \$68,000 on account of interest accrued on judgment of Gas and Electric Securities Corporation was made during the year.

Effective November 10, 1933, wages of Motormen and Conductors were increased 10 per cent.

No new powers or franchises were acquired.

Fixed Capital Changes during Year.—A credit of \$2,869.44 was made to the account Poles and fixtures of Fixed Capital Installed since December 31, 1908 on Leased Lines, for the removal of iron poles on Van Dam Street and on 109th Avenue, Jamaica. There was retired from Construction Suspense (property taken over from predecessors) \$29.56, representing retirements from Original Construction Costs. Total decrease in Fixed Capital, \$2,899.

Power Bought and Exchanged.—*Bought*—From Long Island R. R. Co., 2,700 kw. hrs. D. C. at a minimum charge of \$41.67 per month, \$500.04; from New York & Queens Electric L. & P. Co., 3,866,185 kw. hrs. D. C. at 1.512 cents per kw. hr., \$58,480.82; total, 3,868,885 kw. hrs., \$58,980.86, charged to Power purchased. *Exchanged*—From Brooklyn & Queens Transit Corp., at 1 cent per car trip (estimated by the Division of Statistics and Accounts of this Commission as 28,262 kw. hrs.), \$901.24, charged to Power exchanged.

Corporate Deficit

Deficit at beginning of year.....	\$1,043,062 62
Net corporate loss for year.....	53,640 66
Bad debts written off.....	314 42
Retirement of Fixed Capital.....	1,445 82
Deficit, June 30, 1934.....	<u>\$1,098,463 52</u>

Officers.—President, General Manager and Purchasing Agent, B. Waller Duncan; Vice-President, C. J. Wright; Secretary and Treasurer, W. F. Anderson; Assistant Secretary and Assistant Treasurer, R. I. Byington; General Counsel, Frueauff, Robinson & Sloan; Claim Agent, Henry Schomber; General Superintendent, W. M. Tillotson.

Directors.—Alfred Johnson, W. F. Anderson, C. J. Wright, E. G. Borden, E. P. Heiles, Harrison Cary, B. W. Duncan, R. I. Byington, H. O. Loebell.

Main Business Office.—Crescent Plaza Building, Long Island City, N. Y.

Report verified by B. Waller Duncan, President, September 28, 1934.

MANHATTAN RAILWAY COMPANY

LESSOR (IN RECEIVERSHIP)

Incorporated December 29, 1875. Leased January 1, 1903, effective April 1, 1903, to the Interborough Rapid Transit Company for a term of 999 years from November 1, 1875. Terms of the lease were modified under the Plan of Readjustment dated May 1, 1922, effective July 1, 1922. As of September 6, 1932, a Receiver was appointed.

Stockholders.—Total voting power of all members of the respondent, 599,999. At the close of the year, the twenty principal stockholders with their voting powers were as follows:

Watson & White.....	21,631
Hayden, Stone & Co.....	15,733
Clark, Childs & Keech.....	15,400
Granberry & Co.....	14,950
Josephthal & Co.....	14,637
Halle & Stieglitz.....	13,400
Gruntal & Co.....	12,000
D. T. Moore & Co.....	10,840
Meredith C. Laffey.....	10,500
J. S. Bache & Co.....	10,360
Rockefeller Foundation	10,000
Savak R. Bomanji.....	9,700
Sigler & Co.....	9,034
Kardula & Co.....	7,575
Schirmer, Atherton & Co.....	7,125
Atwell & Co.....	6,971
Nathan L. Amster.....	6,600
Bond, McEnany & Co.....	6,000
Roy G. Holt.....	5,500
Winthrop, Mitchell & Co.....	5,410

Important Changes during Year.—There was a decrease of \$20,000 in Miscellaneous Investments representing disposal of that amount par value and cost of U. S. Liberty Loan Bonds.

As of November 8, 1933, Theodore S. Watson replaced Lionel F. Straus as Vice-President, and three Directors were appointed, Charles Franklin, George A. Ellis and John F. Russell, Jr., vice Herman Baruch, Middleton S. Burrill and Lionel F. Straus.

Fixed Capital Changes during Year.—There was a decrease of \$33,674.42 in "Fixed Capital, December 31, 1908" representing retirement of 5 cars destroyed by fire.

Corporate Surplus

Credit balance at beginning of year.....	\$7,191,989 85
Net corporate income for year.....	38,829 92
Total credits	\$7,230,819 77
Appropriation to Reserve for Contingencies.....	1400,000 00
Credit balance, June 30, 1934.....	\$6,830,819 77

Officers.—President, Nathan L. Amster; Vice-President, Theodore S. Watson; Assistant Vice-President and Auditor, Charles R. Jeffers; Secretary and Treasurer, Charles G. Mullin; General Counsel, Charles Franklin.

Receiver.—William Roberts.

Directors.—Nathan L. Amster, Louis M. Atherton, Jules S. Bache, Edward N. Brown, R. S. Buck, George A. Ellis, Charles Franklin, Jerome Mendleson, Blin W. Page, Edward A. Pierce, John F. Russell, Jr., Peter Ten Eyck, Theodore S. Watson.

Main Business Office.—233 Broadway, New York, N. Y.

Report verified by William Roberts, Receiver, November 2, 1934.

¹ See note 6, page 296.

MID-CROSTOWN RAILWAY COMPANY, INC.

(NOT OPERATED)

Incorporated February 14, 1912 as a reorganization of The Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company, which was incorporated September 30, 1896. Operation of this road was discontinued August 9, 1919, and as of June 30, 1934, the Fixed Capital was written off.

Control was held by the Third Avenue Railway Company which owned all the capital stock, \$150,000, which stock that Company wrote off its books during the year.

NEW YORK AND QUEENS TRANSIT CORPORATION

Organized July 28, 1932 for the purpose of acquiring by purchase the franchises and certain other railroad property heretofore owned and operated by the New York & Queens County Railway Company (which was incorporated June 5, 1902, as a consolidation of the New York & Queens County Railway Company and the Queens Railway Company). On August 13, 1932, the Receiver of the New York & Queens County Railway Company discontinued operation and the New York & Queens Transit Corporation commenced operation of the same lines.

Important Changes during Year.—On December 8, 1933 the Company purchased for \$9,600 the entire issue, \$10,500, of common stock of the Briarwood Bus Company, Inc.

On August 1, 1933 a payment of \$10,000 was made on the Private Right-of-Way Mortgage, and on June 30, 1934, \$12,500, the balance of the Mortgage, was paid.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed	Retired
Fixed Capital Installed since December 31, 1908:		
Right of way.....	\$6 00	.....
Transmission system	26,500 00	.....
General office building and fixtures.....	210 60	.....
Sub-station equipment .....	.....	¹ \$2,421 00
Shop equipment	126 00	.....
Revenue cars	690 65	.....
Other rail equipment.....	3,070 00	.....
Total	<u>\$30,603 25</u>	<u>\$2,421 00</u>

Expenditures for Principal Projects

Assessment	\$6 00
Cable under East River.....	26,500 00
Office furniture	210 60
1 Chain mortiser	125 00
1 550-gallon gas tank.....	1 00
2 Electric fare boxes.....	185 65
7 Electric fare boxes.....	505 00
1 Line car	70 00
2 Snow sweepers	3,000 00
Total	<u>\$30,603 25</u>

¹ Retirement of Rotary Converter at Purvis St. Sub-station, sold for scrap.

New York and Queens Transit Corporation

Power Bought and Exchanged

NAME OF COMPANY	Total number of kw. hrs.	Average price per kw. hr. (cents)	Amount debited or (Cr) credited to expenses
<i>Bought</i>			
Interborough Rapid Transit Co., A. C. . . .	11,117,700	0.8168	\$90,814 68
New York & Queens Elec. L. & P. Co., D. C. . . .	893,300	1.5513	13,858 26
Long Island R. R. Co., D. C.	6,280	4.0000	251 20
Total	¹ 12,017,280	—	\$104,924 14

<i>Exchanged</i>			
Steinway Railways, Receivers, D. C.	4,697,173	1.4665	Cr \$68,884 55

Corporate Surplus

Credit balance at beginning of year	\$30,616 77
Net corporate income for year	18,566 97
Scrap sold in prior year	701 29
Total credits	\$49,885 03
Service loss on Rotary retired	1,092 37
Credit balance, June 30, 1934	\$48,792 66

Officers.—President, E. A. Roberts; Vice-President, Ira W. Fisk; Secretary, M. P. Gross; Assistant Secretaries, M. Ford and S. Shomer; Treasurer, H. E. Salzberg; Comptroller, T. A. Crausway; General Counsel, H. J. Cloutman; Claim Agent, A. Deans.

Directors.—E. A. Roberts, I. W. Fisk, H. E. Salzberg, M. P. Gross, Blake W. Fisk, Harold J. Cloutman, William B. Alexander, Murray Snerson, Samuel Pinsley.

Main Business Office.—51-00 Northern Boulevard, Woodside, N. Y.

Report verified by Edward A. Roberts, President, September 29, 1934.

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY

Incorporated March 24, 1902. The Company is controlled by the Third Avenue Railway Company through ownership of a majority of stock acquired June 28, 1912.

Important Changes during Year.—There was a decrease in track mileage due to the removal of rail and switch in eastbound track, west of Prospect Avenue, first track, 0.012 miles; running track, 0.024 miles.

There was an increase in Miscellaneous Investments of \$22,338.28 due to the purchase of \$22,500 par value of U. S. Treasury Bonds, which bonds were deposited with the State Industrial Commission.

The Company redeemed from the Third Avenue Railway Company during the year, \$775,000 First Mtge. Bonds matured May 1, 1928, and cancelled them.

No new powers or franchises were acquired.

¹ Exclusive of 53,044 kw. hrs. used by respondent's cars on others' tracks.

New York City Interborough Railway Company
Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed	Retired
"Fixed Capital, December 31, 1908":		
Roadway Built by Contract.....		¹ \$124 50
Fixed Capital Installed since December 31, 1908:		
Grading	\$680 00	
Ties	1,282 75	
Rails, rail fastenings and joints.....	2,075 42	
Paving	116 87	
Total	<u>\$4,155 04</u>	<u>\$124 50</u>

Expenditures for Principal Projects

Reconstruction on following:	
Washington Avenue, from 163d St. to Elton Ave.....	\$605 25
180th Street at Washington Avenue intersection.....	507 78
Stebbins Avenue, from Westchester Ave. to 163d St.....	205 56
Sedgwick Avenue, from Kingsbridge Rd. to Fort Independence St.	2,820 20
Paving work at 177th St. and Pugsley Ave.....	16 25
Total	<u>\$4,155 04</u>

Power Bought.—From New York Edison Co., 13,011,499 kw. hrs. A. C. at 0.85 cents per kw. hr., \$109,963.63, charged to operating expenses.

Corporate Surplus

Credit balance at beginning of year.....	\$175,730 00
Net corporate income for year.....	² 192,676 88
Total credits	<u>\$368,406 88</u>

Debits:

To provide a reserve as of June 30, 1934 covering the estimated value of outstanding Workmen's Compensation claims and also a Contingencies reserve for 5% of same:

Long Term Cases Incurred.....	\$55,540 54	
Contingencies	2,777 03	
Surplus adjustments of Surface Transp. Corp.	1,584 16	
To write off obsolete material.....	4,256 59	
Federal Income Tax, 1928.....	14,053 56	
Interest on above from 3/15/29-6/30/33.....	3,616 19	81,828 07

Credit balance, June 30, 1934.....	<u>\$286,578 81</u>
------------------------------------	---------------------

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and F. W. Frost; Secretary, V. McQuistion; Assistant Secretary, J. A. Thake; Treasurer, A. D. Sage; Assistant Treasurer, F. T. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; Claim Agent, W. E. Foley; General Purchasing Agent, C. Witzel.

Directors.—G. W. Davison, W. C. Ewen, S. W. Huff, E. Iselin, F. J. Fuller, H. Palagno, J. W. Platten, P. J. Roosevelt, L. F. Straus.

Main Business Office.—2396 Third Avenue, New York, N. Y.

Report verified by Leslie Sutherland, Vice-President, October 1, 1934.

¹ Retirement of paving.

² Differs from Net Corporate Income reported in Table XV, A by \$33,957.67, representing the inclusion here of respondent's portion (22 per cent) of profit in operation of the Surface Transportation Corporation.

NEW YORK RAILWAYS CORPORATION

Incorporated April 15, 1925. In accordance with Final Decree of Foreclosure and Sale dated May 21, 1924, the property of the New York Railways Company (which was incorporated December 29, 1911 as a reorganization of the Metropolitan Street Railway Company) and its associated companies passed to the New York Railways Corporation as of midnight April 30, 1925. These associated companies, whose property was generally surrendered in the reorganization and is now held under Operating Agreements, are:

The Bleecker Street and Fulton Ferry Railroad Company,
 Broadway and Seventh Avenue Railroad Company,
 The Christopher and Tenth Street Railroad Company,
 The Forty-second Street and Grand Street Ferry Railroad Company,
 Sixth Avenue Railroad Company,
 Thirty-fourth Street Crosstown Railway Company, and
 Twenty-third Street Railway Company,

which companies are directly controlled by the respondent through ownership of a majority of the capital stock of each. As of December 17, 1932, the respondent purchased and took over the operation of the street surface lines of the New York & Harlem Railroad Company.

Stockholders.—All of the common stock of the respondent is owned by the Fifth Avenue Coach Company which acquired it through purchase August 25, 1926. The principal holders of preferred stock and the number of shares owned by each are as follows:

Trustees under Stock Trust Agreement of April 18, 1925	
between the Trustees of the New York Railway Corporation	
and the registered holders from time to time of	
Stock Certificates issued thereunder.....	47,481
Hayden, Stone & Company.....	12,450 V.T.
Neuhut, Mansbach & Plohn.....	6,100
Lee & Company.....	5,117
New York Life Insurance Company.....	5,000
Clark, Childs & Company.....	3,605 V.T.
Thomas Cunningham	3,550
Wm. Carnegie Ewen.....	3,360
Hayden, Stone & Company.....	2,700
Montgomery, Scott & Company.....	2,170
Wood, Low & Company.....	2,075
Cobb & Company.....	2,000
Herbert D. Fransioli.....	2,000
Sarah V. Wise.....	2,000
Wonham, Albert & Company.....	1,977
Charles Jackson	1,911
Jackson & Curtis.....	1,801
Jonathan W. Sherwood.....	1,709
Edward C. DeVarennes.....	1,500
Louis Krones	1,500

New York Railways Corporation

Important Changes during Year.—There was a decrease in track mileage due to the removal of track in the following localities:

	First track	Running track
New York Railways:		
West Broadway, from C. L. Spring St. to C. L. West 3d St.	0.019	0.038
22d St., from C. L. Marginal St. to North River Fy. Stand	0.003	0.003
East St. from Grand St. to Delancey St.	0.124	0.265
Bleecker St. & Fulton Ferry:		
22d St. from C. L. Marginal St. to North River Fy. Stand	0.002	0.002
Total decrease	0.148	0.308

The Company reacquired and held uncanceled \$5,000 par value of New York Railways Prior Lien Mortgage 6% Gold Bonds, and \$215 par value of Sixth Avenue Purchase Mortgage Script.

Changes in Miscellaneous Investments were as follows:

Acquired:	Par value	Cost
Stock of Associated Companies ¹ :		
Bleecker St. & Fulton Ferry R. R. Co.	\$3,800	\$722 00
Broadway & Seventh Ave. R. R. Co.	26,600	27,930 00
Christopher & Tenth St. R. R. Co.	10,800	21,816 00
Twenty-third Street Ry. Co.	2,500	.....
Bonds of Associated Companies:		
Bleecker St. & Fulton Ferry 1st Mtge. 4's	575,000	² 243,292 77
Broadway & Seventh Ave. 1st Cons. Mtge. 5's	3,729,000	373,043 00
34th St. Crosstown 1st Mtge. 5's	892,000	289,900 00
23d St. Imp. & Ref. Mtge. 5's	1,072,000	321,142 77
Street Railway Advertising Co. 5-Year Debentures, 4's	127,000	127,000 00
City of New York Corporate Stock, 4¼% ...	6,000	5,175 00
U. S. Government Treasury Notes	315,000	320,573 62
Total acquired	\$6,759,700	\$1,730,595 16
Sold or redeemed:		
Railroad and Industrial Bonds	\$199,000	\$197,122 50
City of New York Revenue Bills, 4¾%	76,050	76,050 00
U. S. Government Treasury Notes and Certificates	1,118,000	1,124,604 56
Total disposed of	\$1,393,050	\$1,397,777 06
Net increase in Miscellaneous Investments ...	\$5,366,650	\$332,818 10

No new powers or franchises were acquired.

¹ Acquired and deposited during the year under the Plan of Reorganization.

² Includes \$13,134.16 representing additional cost of \$39,000 par value of Bonds acquired May 5, 1932.

New York Railways Corporation
Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed	Retired
Fixed Capital Installed since December 31, 1908:		
Organization		\$9,301 00
Patent rights	¹ \$1,254 48	.....
Grading		2,624 00
Rails, rail fastenings and joints.....		437 00
Special work		2,200 00
Underground construction		2,030 00
Track laying and surfacing.....		261 00
Paving		601 00
Transmission system		27,369 00
Distribution system		38,497 00
General office buildings and fixtures.....	² 1,139 98	900 00
Revenue cars		3,872 00
Electric equipment of cars.....		13,678 00
Miscellaneous equipment		405 00
Engineering and superintendence.....		3,531 00
Law expenditures during construction.....		587 00
Taxes during construction.....		1,307 00
Interest during construction.....		4,332 00
Miscellaneous construction expenditures.....		2,079 00
Total, Fixed Capital Changes.....	<u>\$2,394 46</u>	<u>\$114,011 00</u>

Details of Retirements

1 P. A. Y. E. and 10 storage battery cars scrapped.....	\$4,506 00
1 complete set, 10 storage battery car equipments and 25 G. E. motors scrapped	15,919 00
3 horse drawn Snow Sweepers scrapped.....	471 00
8 Typewriters	1,047 00
Unused A. C. Feeder Cables pulled out of ducts at various localities and sold as scrap or returned to stock.....	34,041 00
Unused D. C. Feeder Cables pulled out of ducts at various localities and sold as scrap or returned to stock.....	47,881 00
Unused track and special work removed.....	10,146 00
Total	<u>\$114,011 00</u>

¹ Expenses in connection with securing patent rights.

² Purchase and installation of air conditioning equipment.

New York Railways Corporation
Power Bought, Sold and Exchanged

NAME OF COMPANY	Total number of kw. hrs.	Average price per kw. hr. (cents)	Amount credited or (Dr) debited to revenue	Amount debited or (Cr) credited to expenses
<i>Bought</i>				
New York Edison Co., A. C.....	263,000	1.1000		\$2,893 01
I. R. T. Co., A. C.....	46,278,660	0.8212		380,030 20
I. R. T. Co., D. C.....	724,007	1.2659		9,165 41
Total bought.....	<u>47,265,667</u>	<u>—</u>	<u>—</u>	<u>\$392,088 62</u>
<i>Sold and Exchanged</i>				
Third Ave. Ry. System, D. C.:				
Received.....	33,922	2.6236		¹ \$889 98
Delivered.....	91,364	2.6670		¹ Cr 2,436 64
8th & 9th Aves. Ry., Recr., D. C.:				
Received.....	101,651	2.6241	Dr \$1,828 04	839 41
Delivered.....	4,745,015	2.6122	84,890 28	Cr 39,058 11
Delivered (D. C.) to:				
Second Ave. R. R. Corp.....	100,972	2.4792	1,728 74	Cr 774 59
Miscellaneous.....	81,595	—	2,911 08	.....
Delivered (A. C.).....	91,410	3.5000	3,199 35	.....
Net delivered.....	<u>4,974,783</u>	<u>—</u>	<u>\$90,901 41</u>	<u>* Cr \$40,539 95</u>

Corporate Surplus

Credit balance at beginning of year.....	\$1,120,812 65
Net corporate income for year.....	² 282,357 20
Gain on Securities sold or redeemed.....	1,737 94
Discount realized on bonds reacquired.....	1,023 75
Account of Labor and Materials furnished other companies and Material sold from Stock.....	604 63
Adjustments for years 1926 to 1933 to account Operation Under Agreements.....	862,942 31
Other adjustments applicable to prior periods.....	8,714 51
Total credits.....	<u>\$2,278,192 99</u>

Deductions:

To set up Reserve for Doubtful Accounts.....	\$206,894 56	
To set up reserve for Obsolescence of Materials and Supplies.....	58,000 00	
Loss on Securities sold or redeemed.....	86,392 58	
Preliminary expenses re Steam Power written off	30,732 32	
Adjustment of Materials and Supplies Inventory	709 85	
Loss on Material sold from Stock.....	48 56	
Bad debts written off.....	18 07	
Adjustments applicable to prior periods.....	95,013 53	477,809 47
Credit balance, June 30, 1934.....	<u>\$1,800,383 52</u>	

Officers.—President, H. J. Sheeran; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, C. A. Muth; General Attorney, H. J. Smith; Claim Agent, J. A. Clair; General Counsel, Cotton, Franklin, Wright & Gordon; Acting Chief Engineer, Frank P. Frankford.

Directors.—George J. Atwell, Harry Bronner, William F. Carey, Edward N. D'Ancona, Otis A. Glazebrook, Jr., Frank B. Gordon, John D. Hertz, John D. Hertz, Jr., John C. Jay, David H. Knott, Frank A. McKowne, John A. Ritchie, Hugh J. Sheeran, Harold E. Talbott, Jr., Willis D. Wood.

Main Business Office.—123 West 146th Street, New York, N. Y.

Report verified by H. J. Sheeran, President, September 29, 1934.

¹ Account Power exchanged.

² Includes Cr \$1,546.66, Power exchanged.

³ Excludes deduction of \$1,234,981.32, interest on Income Bonds, included on Table XV, A in Interest on funded debt; see note 15, page 295.

NEW YORK RAPID TRANSIT CORPORATION

OPERATING RAPID TRANSIT RAILROADS UNDER CONTRACT No. 4

Incorporated June 8, 1923, under Sections 9 and 10 of the Stock Corporation Law of the State of New York, as a reorganization of the New York Consolidated Railroad Company, with which was merged the New York Municipal Railway Corporation. As successor to the New York Consolidated and New York Municipal, the Company acquired the operating property and other rights of those companies in relation to Contract No. 4 and Related Certificates.

The Brooklyn-Manhattan Transit Corporation owns a majority of the capital stock which it acquired June 15, 1923 by assignment from the Reorganization Committee of the Brooklyn Rapid Transit Company.

Important Changes during Year.—There was issued during the year \$450,000 par value of 1st and Refunding Mtge. 6% Sinking Fund Gold Bonds, Series A, due July 1, 1968, at 94, in accordance with the Transit Commission's Order in Case 3069. The Company also issued \$250,000 par value of the same issue at 100, in accordance with the Commission's Order dated March 14, 1934 in Case 3167. The Bonds were purchased by the Depreciation Fund Board under Contract No. 4; \$235,000 for Fund "A" and \$465,000 for Fund "C".

The following bonds were purchased during the year for payment into the several Sinking Funds:

New York Rapid Transit:

	<i>Par value</i>
Refunding Mortgage Sinking Fund Gold Bonds, Series A, 5's	\$952,000
Refunding Mortgage Sinking Fund Gold Bonds, Series B, 6's	145,000
First and Ref. Mtge. Sinking Fund Gold Bonds, Series A, 6's	43,000

Total	<u>\$1,140,000</u>
-------------	--------------------

Miscellaneous Investments were increased by the purchase of City of New York Special Corporate Stock Notes, par value \$41,000, cost, \$39,308.75, which securities are held in an Accident Reserve Fund.

Changes in Securities held as an investment of Depreciation Funds were as follows:

	Increase or (D) decrease	
	Par value	Cost
Fund "A":		
N. Y. R. T. First and Ref. Mtge. S. F. 6's...	\$205,000	\$200,800 00
Governmental Securities	456,000	452,353 30
Railroads, Utilities and Industrial Bonds...	D 79,000	D 73,884 25
Total, Fund "A".....	\$582,000	\$579,269 05
Fund "AX":		
N. Y. R. T. First and Ref. Mtge. S. F. 6's..	\$30,000	\$28,200 00
Fund "B":		
Governmental Securities	\$6,000	\$5,843 37
Fund "C":		
N. Y. R. T. First and Ref. Mtge. S. F. 6's...	\$460,000	\$440,240 00
Governmental Securities	193,000	191,397 60
Total, Fund "C".....	\$653,000	\$631,637 60
Net Increase	<u>\$1,271,000</u>	<u>\$1,244,950 02</u>

The Company declared dividends of \$12 per share (\$3,393,120) on 282,760 shares of no par value capital stock as follows:

\$4 per share (\$1,131,040) on September 18, 1933, payable October 2, 1933;
 \$2 per share (\$565,520) on December 18, 1933, payable December 30, 1933;
 \$4 per share (\$1,131,040) on March 19, 1934, payable April 2, 1934;
 \$2 per share (\$565,520) on June 18, 1934, payable July 2, 1934.

No new powers or franchises were acquired.

New York Rapid Transit Corporation
Fixed Capital Changes during Year
ACCOUNT CONTRACT No. 4

TITLE OF ACCOUNT	ON COMPANY OWNED LINES				ON CITY OWNED LINES
	Existing railroads	Additional tracks	Elevated extensions	Undistributed	Original capital
Debt discount.....	\$16,742 32	\$131 72	\$4,445 62	Cr \$380 16	\$3,785 96
Debt expense.....	3,326 21	37 13	1,246 12	900 89	290 05
Right of way.....	79 63		6,532 70		
Other street railway land.....			33 95		
Rails, fastenings, etc.....	4,751 11				1,118 06
Special work.....	750 60				
Track laying and surfacing.....	508 52				
Roadway tools.....	695 00				857 00
Tunnels.....					Cr 78 39
Bridges, trestles, etc.....	Cr 8 22				
Signal apparatus.....	283,822 03		35,436 01		384 90
Underground conduits.....			1,127 52		3,598 18
Transmission system.....			96,074 43		Cr 186 00
Distribution system.....	542 29		843 81		
Sub-station buildings.....	465 49		2,590 46		142 48
Stations, waiting rooms, etc.....		124 90	167 31		893 36
Sub-station equipment.....	689 48		7,360 09		2,795 72
Shop equipment.....	433 13				
Revenue cars.....	140,480 24				49,641 57
Electric equipment of cars.....	61,881 97				
Other rail equipment.....					2,886 68
Engineering and superintendence.....	9,740 13		2,807 94		99 59
Law expenditures.....	2,435 02		704 87		64 08
Injuries.....					556 94
Interest.....	2,292 45		491 24	Cr 27,769 44	5,160 78
Miscellaneous expenditures.....	7,376 33	Cr 5 48	1,702 61		Cr 1,356 23
Materials and supplies.....				Cr 26,251 81	
Total.....	\$537,003 13	\$288 27	\$161,564 68	Cr \$53,500 52	\$70,654 73

OTHER THAN CONTRACT No. 4

"Fixed Capital, December 31, 1908":	Installed	Retired
Real estate used in operation of road.....		\$459 39
Fixed Capital Installed since December 31, 1908:		
Right of way.....	\$231 44	
Total	\$231 44	\$459 39

Power Purchased ¹

	Total number of kw. hrs.	Total charged to expenses
Williamsburgh Power Plant Corp. {A. C. ...	8,698,717 ²	
{D. C. ...	348,949,282	\$3,476,639 47
Interborough Rapid Transit Co.:		
A. C. delivered and measured at Canal St.		
Sub-station	8,333,245	85,415 77
D. C. delivered and measured at I. R. T.		
Sub-station No. 12.....	112,441,200	1,227,201 26
D. C.—Astoria-Flushing Line.....	17,513,563	179,099 46
Adjustment account of auxiliary equipment		20,340 63
Board of Transportation—Lighting Eighth Ave. and 14 St.....		314 76
Long Island R. R. Co.—Duct Line.....		132 00
Total	495,936,007	\$4,989,143 35

¹ Small items of power sold amounted to \$1,674.88, which was credited to revenue.

² Excludes \$64,746.34 for power used in shops.

New York Rapid Transit Corporation

Corporate Surplus

Credit balance at beginning of year.....		\$5,479,839 06
Net corporate income for year.....		1 3,636,530 92
Other additions:		
Respondent's portion of Reserve for Interior Repairs, etc., cancelled by B.-M. T. Corp.	\$2,688 01	
Final distribution of cost of signal power equipment in 36th St. Sub-station.....	580 72	
Adjustment of expense of cleaning and painting elevated structure in 1927....	1,032 00	
Adjustment in expenditures in construction of two steel bridges.....	1,512 76	
Refund of Federal Income Tax for 1930..	1,707 88	
Final distribution of cost of signals on Brighton Beach Line.....	3,182 53	
Refund of 50% of overhead charged on stationery supplied by B.-M. T. Corp., 1930-1933	1,865 47	
Refund by Brooklyn & Queens Transit of portion of amount contributed by respondent to Coney Island Mardi Gras..	1,500 00	
Adjustment of rental to City of New York Fire Dept. for attachments, April 1, 1925 to June 30, 1933.....	1,227 25	
Proceeds of award for property taken by City of New York in connection with opening of Neptune Ave. between W. 27th St. and Shell Road.....	34,894 46	
Interest on above award, Aug. 1, 1928 to June 30, 1933.....	7,563 86	
Amount transferred from Unclaimed Wages account	780 65	
Miscellaneous (25 items each less than \$500)	1,312 57	59,848 16
Total credits		\$9,176,218 14
Deductions:		
Dividends declared—\$12 per share on 282,760 shares	\$3,393,120 00	
Appropriation to Reserve for Doubtful Accounts	1,900 00	
Appropriation to Reserve for Damages....	24,271 23	
Net charge in adjustment of Interest items charged to Fixed Capital in 1932, 1933.	21,752 32	
Obsolete material written off.....	11,835 93	
Adjustment of Federal Income Tax accrued for year ended June 30, 1933.....	9,064 00	
Transfer of expense for preliminary engineering, etc., for new type El cars.....	1,710 51	
Transfer of engineering expense incurred on new pay car which will not be required.	846 74	
Transfer of maintenance expense in construction of track.....	3,543 05	
Final distribution of cost of train indicator and control installed in 60th St. Tunnels	1,472 18	
Adjustment of pricing of materials returned to storeroom in April, 1932....	838 69	

¹ There has been transferred from Surplus adjustments to Income deductions, \$1,086,928.82, representing two semi-annual payments into Sinking Fund for Refunding Mortgage Bonds.

New York Rapid Transit Corporation

Corporate Surplus—Concluded

Deductions—*Concluded*:

Preliminary distribution of maintenance charges applicable to prior years covering installment of local track signals on Fulton St. and Myrtle Ave. Lines....	\$4,326 67	
Portion of interest defaulted in current year on bonds held by Depreciation Fund Board, the income of which is applicable to year ended June 30, 1933.....	3,188 33	
Transfer from Work in Process of amount deemed uncollectible from City or its contractors	676 78	
Transfer of cost incurred between 1930 and 1932 account of various projects at Coney Island Shops.....	2,474 24	
Adjustment of accounting for net proceeds of award for property taken by City in connection with opening of West 11th St.	979 11	
Cancellation of accrued interest receivable applicable to fiscal year ended June 30, 1933 on mortgages held as investments by Depreciation Fund Board....	1,265 00	
Miscellaneous (26 items each less than \$500)	2,312 94	\$3,485,577 72
Credit balance, June 30, 1934.....		<u>\$5,690,640 42</u>

Officers.—President, W. S. Menden; Vice-Presidents, G. D. Yeomans and G. W. Jones; Secretary and Treasurer, F. C. Marston; Assistant Secretary and Assistant Treasurer, F. B. Stewart; Assistant Secretary, J. B. Brophy, Jr.; Assistant Treasurer, F. S. Richards; Comptroller, James Addison; General Counsel, G. D. Yeomans; Claim Agent, I. Isaacsen; Superintendent of Transportation, J. F. Eagan; Engineer of Way and Structures, H. J. Kolb; Superintendent of Equipment, W. G. Gove; Purchasing Agent, W. H. Gibson; Real Estate and Tax Agent, J. H. Bennington.

Directors.—Matthew C. Brush, Arthur H. Bunker, M. M. Buckner, M. H. Coggeshall, Gerhard M. Dahl, J. Sherlock Davis, William M. Greve, Charles Hayden, W. S. Menden, Benjamin H. Namm, James H. Post, Chas. S. Sargent, Jr., Robert A. Shaw, Frederick Strauss, H. Bayard Swope, Elisha Walker, Albert H. Wiggin.

Main Business Office.—385 Flatbush Avenue Extension, Brooklyn, N. Y.

Report verified by W. S. Menden, President, September 28, 1934.

PELHAM PARK AND CITY ISLAND RAILWAY COMPANY, INC.

(NOT OPERATED)

Incorporated May 10, 1913 as a reorganization of the Pelham Park Railroad Company and the City Island Railroad Company, both incorporated August 30, 1884. Operation of this road was discontinued August 9, 1919, and as of June 30, 1934, the Fixed Capital was written off.

Control was held by the Third Avenue Railway Company which owned all the capital stock, \$45,000, which stock that Company wrote off its books during the year.

RICHMOND RAILWAYS, INC.

Incorporated December 20, 1922 and took over the railroad properties of the Richmond Light & Railroad Company as of midnight June 30, 1927. All trolley operation was discontinued January 26, 1934 (see *Important Changes during Year below*).

Stock control is held by the Richmond Light & Railroad Company which acquired the total issue in consideration for transferring to the respondent its railroad property.

Respondent controls the Southfield Beach Railroad Company (not operating), the New Jersey and Staten Island Ferry Company, and Staten Island Coach Company, Inc. (see *Important Changes during Year below* and page 559) by ownership of a majority of the capital stock.

Important Changes during Year.—By Order dated December 20, 1933 in Case 3136, the Transit Commission approved the Company's application of December 6, 1933* for approval of Declaration of Abandonment of its routes. Operation was discontinued on the various routes from December 31, 1933 to January 26, 1934, the Staten Island Coach Company commencing operation of buses along the same routes immediately upon discontinuance by the Richmond Railways, Inc. (see page 559). The total of single track abandoned was 32.12 miles, excluding .99 miles of track in car houses.

By Order dated December 20, 1933 in Case 3137, the Transit Commission approved the Company's application of December 7, 1933,* for permission to acquire the entire capital stock of the Staten Island Coach Company, Inc., 1,000 shares of no par value common stock, for \$100 per share, total cost \$100,000.

* Company's first application dated July 31, 1933, was denied by Order dated October 18, 1933.

Richmond Railways, Inc.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$5,314,088 47	Fixed Capital—Gross Investment.....	\$427,251 23
418,245 50	Less Accrued amortization of capital.....	356,253 21
\$4,895,842 97	Fixed capital—net investment.....	\$70,998 02
\$202,002 00	Miscellaneous Investments.....	¹ \$304,152 00
	Current Assets:	
\$27,591 35	Cash	\$6,154 33
24,003 85	Special deposit.....	.....
2,999 86	Accounts receivable	3,481 67
.....	Interest and dividends receivable.....	701 68
\$54,595 06	Total current assets.....	\$10,337 68
28,760 20	Materials and Supplies.....	543 70
\$83,355 26	Total floating capital.....	\$10,881 38
	Miscellaneous Temporary Debits:	
.....	Construction in process ²	\$44,902 84
\$19,534 99	Temporary advances to associated companies.....	20,370 86
7,170 21	Prepayments	330 00
61,631 17	Other suspense.....	2,173 78
\$88,336 37	Total deferred debit items.....	\$67,777 48
\$5,269,536 60	Total Assets.....	\$453,808 88
	LIABILITIES AND CAPITAL	
\$5,309,468 52	Capital Stock ³	\$5,309,468 52
	Unfunded Debt:	
\$7,331 55	Taxes accrued.....	\$75 00
115,216 98	Miscellaneous accounts payable.....	190,312 29
1,195 14	Rents accrued.....	199 16
3,342 24	Due for wages and salaries.....	.....
8,073 43	Other unfunded debt.....	5,037 46
\$135,159 34	Total unfunded debt.....	\$195,623 91
	Reserves:	
\$110,243 81	Casualties and insurance reserve.....	\$73,892 67
33,310 35	Reserve for Uncollectibles.....	34,775 00
\$143,554 16	Total reserves.....	\$108,667 67
D \$318,645 42	Corporate Surplus or (D) Deficit.....	D \$5,159,951 22
\$5,269,536 60	Total Liabilities and Capital.....	\$453,808 88

¹ Includes \$100,000, capital stock of the Staten Island Coach Co., Inc.² Represents improvements on railway property in preparation for turnover to bus company.³ Arbitrary figures set up by Company at time property was taken over from the Richmond Light & Railroad Co.

SIXTH AVENUE RAILROAD COMPANY**OPERATED UNDER AGREEMENT (IN RECEIVERSHIP)**

Incorporated December 29, 1851. Leased to the Houston, West Street and Pavonia Ferry Railroad Company on February 1, 1892. Operation was continued by the successor companies, the Metropolitan Street Railway Company and the New York Railways Company, which operated the property (for which a Receiver was appointed on May 15, 1922) as lessee on a fixed rental basis until March 12, 1925. On March 13, 1925 the Receiver of the New York Railways Company agreed to operate the property for the account of this Company and operation has been continued by the New York Railways Corporation in accordance with such agreement from April 30, 1925 to January 1, 1928, when an agreement, drawn up later, was effective.

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925 under the Reorganization Plan.

Important Changes during Year.—None.

Corporate Surplus.—Credit balance at beginning of year, \$117,012.25; net corporate loss for year, \$35.06; credit balance, June 30, 1934, \$116,977.19. This excludes \$536,344.08, representing accrued rental from July 1, 1921 to March 12, 1925, which is not reflected on the books of the Company.

Officers.—President and Receiver, H. J. Sheeran; Vice-President, J. T. McCarthy; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, C. A. Muth; General Attorney, Cotton, Franklin, Wright & Gordon.

Directors.—H. J. Sheeran, J. S. Dunham, F. B. Gordon, J. A. Fowler, Jr., C. A. Muth; F. J. McGarey.

Main Business Office.—123 West 146th Street, New York, N. Y.

Report verified by Hugh J. Sheeran, Receiver, September 29, 1934.

SOUTH BROOKLYN RAILWAY COMPANY

Incorporated January 13, 1900. Control of this Company was acquired by the Brooklyn-Manhattan Transit Corporation June 15, 1923 through the assignment of capital stock from the Reorganization Committee of the Brooklyn Rapid Transit Company.

Important Changes during Year.—There were removed during the year, 0.276 miles of yard track on Private Right of Way, New York Bay to 4th Avenue.

The Company paid \$210,000 on account of Certificates of Indebtedness held by the Brooklyn & Queens Transit Corporation.

The Company declared dividends of 8% (\$40,000) on \$500,000 common stock.

On December 28, 1933, J. B. Brophy, Jr., was appointed Assistant Secretary.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed	Retired
"Fixed Capital, December 31, 1908":		
Real estate used in operation of road.....		\$420 45
Cars		Dr 3,391 45
Fixed Capital Installed since December 31, 1908:		
Right of way.....	\$1 00	
Other street railway land.....	22	
Ties	3,559 63	
Rails, rail fastenings and joints.....	12,475 34	
Track laying and surfacing.....	5,301 98	
Poles and fixtures.....	40 36	75 95
Distribution system	Cr 258 00	13 99
Stations, waiting rooms and misc. buildings...*	3,221 71	
Shop equipment		475 00
Revenue cars		58,252 59
Electric equipment of cars.....		36,288 12
Other rail equipment.....	1 75 22	
Miscellaneous equipment	174 78	200 00
Total, Fixed Capital changes.....	\$24,592 24	\$92,334 65

Details of Expenditures

Assessment account of local improvements in former town of New Utrecht	\$1 22
Extending public delivery siding on Culver Line, south of 13th Ave.	352 95
Installation of 7 in. 122 lb. girder rail in place of other rail in McDonald Ave., from Church Ave. to 20th St.	20,726 00
Installation of 1 pole at 19th St. and 10th Ave.	40 36
Constructing new office quarters for Freight Dept. clerical forces in Building at 2nd Ave. and 39th St.	4,182 85
Purchase of 1 hand lift truck for 38th St. Yard.	250 00
Reduction of amount charged to Capital account of acquisition of building erected by Surf-Walk Holding Corp.	Cr 961 14
Total	\$24,592 24

* Transferred from Miscellaneous equipment.

South Brooklyn Railway Company

Details of Retirements

"Fixed Capital, December 31, 1908":

Award for property taken by City of New York in opening Neptune Ave.	\$420 45
Disposal of 4 Gondola cars, 5 Box cars, 18 trucks, 9 air brakes with compressors, 36 motors and 18 controllers...	40,672 80
Adjustment of credits for 43 freight and service cars and equipment retired prior to June 30, 1933.....	10,731 85
Transfer to Fixed Capital Installed since December 31, 1908 for retirement of:	
Box sections of 2 cars.....	301 04
20 Gondola cars, 2 Tow cars and displaced parts from 1 Dump car	Dr 55,097 14
Fixed Capital Installed since December 31, 1908:	
Removal of 113" trolley wire with suspension and 2 poles...	89 94
Removal of 1175 ft. single track rail and special trackwork from 38th St. Interchange Yard.....	No value
Disposal of 6 safety cars, 6 trucks, 13 motors, 12 controllers, and 6 air brakes with compressors.....	34,458 83
Disposal of 1 Gondola car, 2 Box cars, 6 trucks, 12 motors, 6 controllers, and 3 air brakes with compressors.....	5,573 90
Decapitalize value of 4 Dump cars.....	200 00
Adjustment of credits for 1 freight car and equipment retired prior to June 30, 1933.....	186 88
Transfer from "Fixed Capital, December 31, 1908" for retirement of:	
Box sections of 2 cars.....	Dr 301 04
20 Gondola cars, 2 Tow cars and displaced parts from 1 Dump car	55,097 14
Total	<u>\$92,334 65</u>

Power Purchased.—From Brooklyn & Queens Transit Corp., 3,681,457 kw. hrs. D.C., \$9,267.65, charged to operating expenses.

Corporate Surplus

Credit balance at beginning of year.....	\$1,240,392 75
Net corporate income for year.....	218,556 38
Other additions:	
Adjustment of cost of power, 1929-1933.....	\$1,710 88
Amount transferred from Freight Refunds Unclaimed Account	1,158 62
Award by City of New York on property on Neptune Ave. and Shell Road, Brooklyn....	21,045 32
Interest on above award.....	6,914 04
Minor items (7 items each less than \$500)...	829 47
Total credits	<u>\$1,490,607 46</u>
Deductions:	
Dividends declared—8% on \$500,000.....	\$40,000 00
Fixed capital retired.....	1,158 09
Appropriation to increase Accrued Amortization of Capital (Equipment) in accordance with resolution of Board of Directors dated Feb. 23, 1934—Adjustment of Depreciation.	319,051 69
Adjustment of Reserve for Federal Income Tax for year ended June 30, 1933.....	1,671 21
Minor items (10 items each less than \$500) ..	642 99
Total	<u>362,523 98</u>
Credit balance, June 30, 1934.....	<u>\$1,128,083 48</u>

South Brooklyn Railway Company

Officers.—President, A. R. Piper; Vice-President and General Counsel, G. D. Yeomans; Secretary and Treasurer, F. C. Marston; Assistant Secretary and Assistant Treasurer, F. B. Stewart; Assistant Secretary, J. B. Brophy, Jr.; Assistant Treasurer, F. S. Richards; Comptroller, James Addison; Claim Agent, I. Isaacsen; Engineer of Way and Structures, H. J. Kolb.

Directors.—James Addison, J. H. Bennington, A. T. Brophy, O. J. Covell; J. A. Frederickson; M. B. Hoffman; D. A. Marsh; A. R. Piper; William Siebert.

Main Business Office.—385 Flatbush Avenue Extension, Brooklyn, N. Y.

Report verified by A. R. Piper, President, September 28, 1934.

THE SOUTHERN BOULEVARD RAILROAD COMPANY

Incorporated June 27, 1885. The Company is controlled by the Third Avenue Railway Company through ownership of a majority of the capital stock purchased January 1, 1912.

Important Changes during Year.—The Company acquired for the Fund for Amortization of Property and Franchises, Third Avenue First Refunding Mortgage 4% Bonds, par value, \$1,000, cost, \$402.52. The Company also acquired for Miscellaneous Investments, U. S. Treasury Bonds, par value, \$7,000, cost, \$6,949.69.

No new powers or franchises were acquired.

Fixed Capital Changes during Year.—Fixed Capital was increased by \$709.29, representing reconstruction on Southern Boulevard, from Freeman Street to Boston Road, which was charged as follows: Ties, \$273; Rails, rail fastenings and joints, \$436.29.

Power Purchased.—From New York Edison Co., 3,875.985 kw. hrs. D.C. at 0.85 cents per kw. hr., \$32,774.57, charged to operating expenses.

Corporate Deficit

Deficit at beginning of year.....	\$410,734 63
To write off Obsolete Material.....	1,208 39
To provide a reserve as of June 30, 1934 covering the estimated value of outstanding Work- men's Compensation claims and also a Con- tingencies reserve for 5% of same:	
Long Term Cases Incurred.....	\$60 71
Contingencies	3 04
	63 75
Net Surplus adjustments of Surface Transportation Corp. (9%)	648 07
Total debits	\$412,654 84
Net corporate income for year.....	143,411 00
Deficit, June 30, 1934.....	\$369,243 84

Officers.—President, S. W. Huff; Vice-President, L. Sutherland; Secretary, V. McQuiston; Assistant Secretary, J. A. Thake; Treasurer, A. D. Sage; Assistant Treasurer, F. T. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; Claim Agent, W. E. Foley; General Purchasing Agent, C. Witzel.

Directors.—G. W. Davison, W. C. Ewen, F. J. Fuller, S. W. Huff, E. Iselin, H. Palagano, J. W. Platten, P. J. Roosevelt, L. F. Straus.

Main Business Office.—2396 Third Avenue, New York, N. Y.

Report verified by Leslie Sutherland, Vice-President, October 1, 1934.

¹ Differs from Net corporate income reported in Table XV, A by the inclusion here of \$13,891.78 representing respondent's portion (9 per cent) of profit in operation of the Surface Transportation Corp.

SOUTHFIELD BEACH RAILROAD COMPANY

Incorporated August 10, 1899. The Company is directly controlled by the Richmond Railways, Inc., through ownership of a majority of the capital stock. All trolley operation was discontinued September 10, 1933.

BALANCE SHEET			
June 30, 1933		ASSETS	
		June 30, 1934	
\$296,675 21	Fixed Capital.....	\$296,675 21	
\$452 50	Prepaid Insurance.....	\$248 98	
\$297,127 71	Total Assets.....	\$296,924 19	
LIABILITIES AND CAPITAL			
\$249,800 00	Common Stock.....	\$249,800 00	
	Unfunded Debt:		
\$385 19	Taxes accrued.....	\$569 75	
40,129 27	Working advances due associated companies....	42,683 36	
8,345 00	Interest accrued on unfunded debt.....	10,205 00	
59	Other unfunded debt.....	2 96	
\$48,860 05	Total unfunded debt.....	\$53,461 07	
	Reserves:		
\$2,022 02	Casualties and insurance reserve.....	\$2,187 09	
306 38	Reserve for Federal Income Taxes.....	306 38	
\$2,328 40	Total reserves.....	\$2,493 47	
D \$3,860 74	Corporate Surplus or (D) Deficit.....	D \$8,830 35	
\$297,127 71	Total Liabilities and Capital.....	\$296,924 19	

STATEN ISLAND MIDLAND RAILWAY COMPANY**IN RECEIVERSHIP—NOT OPERATED**

Incorporated January 16, 1907 as a reorganization of the Staten Island Midland Railroad Company. A Receiver was appointed January 19, 1920. From December 1, 1920 to July 31, 1927 the property was leased to the City of New York and operated by the Department of Plant and Structures. The road was not operated after the City discontinued operation.

The Receiver sold the property, the final parcel, the Concord Car Barns, being sold at auction on August 29, 1933. On September 15, 1933, the Company applied to the Transit Commission for approval of a Declaration of Abandonment of all its routes and franchises. The Commission granted the application by Order in Case 3146 dated December 21, 1933.

"STEINWAY RAILWAYS, RECEIVERS"

The Steinway Railway Company of Long Island City, incorporated March 23, 1892, was merged in 1896 into the New York & Queens County Railway Company, which assumed all the obligations of the mortgage made by the former, securing \$1,500,000 six per cent bonds. Upon the failure of the New York & Queens County Railway Company to meet the interest payable January 1, 1922, the bondholders brought an action to foreclose the mortgage. As a result, Receivers were appointed for the property which was subject to the lien of the mortgage. Operation under the Receivers began May 10, 1922.

Important Changes during Year.—The Company purchased U. S. Treasury Bonds, par value, \$3,000, cost \$2,962.50, for deposit with the State Industrial Commission.

Effective June 1, 1934, wages of Operators in the fourth to twelfth months of service were increased from 40 cents to 45 cents per hour.

No new powers or franchises were acquired.

Fixed Capital Changes during Year.—There was an increase in Fixed Capital during the year of \$2,917.40, of which \$2,901.50, charged to Other street railway land, represents an assessment by the City for improvements on Steinway Avenue, and \$15.90, charged to Ties, represents minor projects.

Power Purchased.—From New York & Queens Transit Corp., 4,697,173 kw. hrs. D.C. at 1.47 cents per kw. hr., \$68,884.55, charged to operating expenses.

Corporate Deficit

Deficit at beginning of year.....	\$39,678 92
Net corporate loss for year.....	11,948 75
To set up the estimated amount of Interest on Unpaid Taxes.	41,901 66
Penalty on City Gross Earnings Taxes for three months.....	187 50
Total debits	\$93,716 83
Credit adjustment of Inventory.....	2,662 66
Deficit, June 30, 1934.....	\$91,054 17

Officers.—Receivers, S. W. Huff and R. C. Lee; Treasurer, A. D. Sage; Assistant Treasurer, F. T. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; Claim Agent, W. E. Foley; General Purchasing Agent, C. Witzel.

Main Business Office.—2396 Third Avenue, New York, N. Y.

Report verified by S. W. Huff, Receiver, October 1, 1934.

THIRD AVENUE BRIDGE COMPANY

LESSOR (NOT OPERATED)

Incorporated May 29, 1909. The entire capital stock of the respondent was acquired by the Third Avenue Railway Company on March 25, 1915 (see *Important Changes during Year* below). The operation of this line having been discontinued September 1, 1919, the Board of Estimate in a resolution passed January 30, 1920, declared its franchise to operate across Queensboro Bridge to be forfeited.

Important Changes during Year.—The entire Fixed Capital, amounting to \$113,108.64, was written off during the year. The Company's demand note of \$92,908.64 to the Third Avenue was also written off the books.

The Third Avenue Railway Company, which owned all the respondent's capital stock, \$20,000, wrote the stock off its books during the year.

The Company purchased for the Fund for Amortization of Property and Franchise, Third Avenue First Refunding Mortgage 4% Bonds, par value, \$5,000, cost, \$2,006.29.

Corporate Surplus

Credit balance at beginning of year.....	\$5,173 20
To write off demand note owing to Third Avenue Railway Co.	92,908 64
To write off balance at June 30, 1934 in Accrued Amortiza- tion of Capital	66,570 55
Total credits	\$164,652 39
Deductions:	
To write off current account owned by Third Avenue Railway	\$8,340 76
To write off Fixed Capital accounts.....	113,108 64
	<hr/> 121,449 40
Credit balance, June 30, 1934.....	<hr/> \$43,202 99

Officers.—President, S. W. Huff; Vice-President, L. Sutherland; Secretary, V. McQuiston; Assistant Secretary, J. A. Thake; Treasurer, A. D. Sage; Assistant Treasurer, F. T. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison.

Directors.—G. W. Davison, S. W. Huff, A. Iselin, J. W. Platten, J. H. Seaman.

Main Business Office.—2396 Third Avenue, New York, N. Y.

Report verified by Leslie Sutherland, Vice-President, October 1, 1934.

THIRD AVENUE RAILWAY COMPANY

Incorporated April 21, 1910 as a reorganization of the Third Avenue Railroad Company (incorporated October 8, 1853). In accordance with an order of the U. S. District Court, this Company took over the property and began operation on January 1, 1912.

Respondent controls the following corporations through ownership of a majority of their capital stock:

The Forty-second Street, Manhattanville and St. Nicholas Avenue Railroad Company,

Kingsbridge Railway Company,

New York City Interborough Railway Company,

The New York, Westchester and Connecticut Traction Company,

The Southern Boulevard Railroad Company,

Union Railway Company of New York City,

The Westchester Electric Railroad Company,

The Yonkers Railroad Company,

Warontas Press, Inc., and

Dyckman Street Transportation Corporation (inactive).

It also controls through its control of the Union Railway Company:

The Bronx Traction Company,

Surface Transportation Corporation of New York,

Westchester Street Transportation Company, Inc., and

Surface Transportation Trading Company;

through control of the Yonkers Railroad Company:

Hastings Railway Company, Inc., and

North Street Transportation Corporation;

through Westchester Electric Railroad Company:

Eastchester Transportation Corporation, and

South Westchester Bus Company, Inc.;

through the 42d St. Manh. & St. Nicholas Avenue Railway Company:

Williams Storage Warehouse Company;

and jointly through the Union Railway and Yonkers Railroad Companies:

Westchester Motor Transfer Company, Inc.

The twenty principal security holders and the number of votes to which each was entitled on November 8, 1933, were as follows:

Stockholders.—Gray & Wilmerding, 11,130; Albert Fried & Co., 7,600; James Amm, 5,000; Emory Freed & Co., 5,000; Sarak R. Bomanji, 4,900; Carl Levis, 3,950; Dominick & Dominick, 3,425; C. E. Welles & Co., 2,580; Clark, Childs & Keech, 2,560; Ladenburg, Thalmann & Co., 2,116; Howard E. Perry, 2,100; Estate of Christopher Gallagher, 2,000; Neuht. Mansback & Plohn, 1,900; Prentice & Slepach, 1,775; A. P. Stern, 1,700; H. Knickerbocker & Co., 1,600; Hornblower & Weeks, 1,505; Burnham, Herman & Co., 1,500; Herzfeld & Stern, 1,400; H. Content & Co., 1,300.

Holders of Adjustment Mortgage Income Bonds.—New York Life Insurance Company, 15,900; Nelson P. Ford, 4,010; W. H. Ludlum, 3,100. Voting rights are attached to the Adjustment Mortgage 5% Income Bonds until interest at 5% per annum, together with accumulations, has been paid for five consecutive years. Registered owners have one vote for each \$100 par value of bonds.

Third Avenue Railway Company

Important Changes during Year.—There was a decrease of 0.075 miles of first track due to the removal of track on 129th Street, between Third and Lexington Avenues.

The Company wrote off its investment in the following subsidiary companies during the year:

Capital Stock:	Par value	Cost
Third Avenue Bridge Company.....	\$20,000 00	\$20,000 00
Mid-Crosstown Railway Company.....	150,000 00	432,762 40
Pelham Park & City Island Railway Co.	45,000 00	11,884 83
Advances to Associated Companies:		
Third Avenue Bridge Company.....	92,908 64	92,908 64
Pelham Park & City Island Railway Co.	29,545 31	29,545 31
Total	<u>\$337,453 95</u>	<u>\$587,101 18</u>

Other changes in Miscellaneous Investments during the year were as follows:

Acquired:

New York City Interborough Ry. Co. Stock	\$20,000 00	\$1,875 00
Street Railways Advertising Co. 5-Year 4% Coll. Deb.	¹ 73,100 00	¹ 73,100 00
City of New York Corporate Stock, 4¼%.	10,000 00	9,975 00
U. S. Government Securities.....	² 1,050,500 00	² 1,054,512 03
Miscellaneous Physical Property—Revenue Buses and Equipment.....	11,363 98	11,363 98

Disposed of:

New York City Interborough Ry. Co. 1st Mtge. 4% Bonds.....	775,000 00	740,445 86
City of New York Revenue Bills (matured)	134,010 00	134,010 00
Net increase	<u>\$255,953 98</u>	<u>\$276,370 15</u>

The Company purchased for the Fund for Amortization of Debt Discount and Expense of the Third Avenue Refunding Mortgage 4% Bonds, bonds of the same issue, par value, \$7,000, cost, \$2,817.54. The Company also acquired underlying bonds, Third Avenue First Mortgage 5's, par value \$331,000, cost, \$309,390.

Effective June 1, 1934, wages of Trolley Operators in the fourth to twelfth months of service were increased from 40 cents to 45 cents per hour, and Bus Operators, from 42 cents to 47 cents per hour.

No new powers or franchises were acquired.

¹ These bonds are to apply against the amount of \$91,386.96 due from Barron G. Collier, Inc., as of February 1, 1933, in accordance with the Modification Agreement between the Third Avenue Ry. and Barron G. Collier, Inc., dated October 18, 1933.

² Includes bonds purchased for deposit with State Industrial Commission, par value \$50,500; cost, \$50,137.03.

Third Avenue Railway Company
Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed	Retired
"Fixed Capital, December 31, 1908":		
Track and roadway construction.....		\$28,794 92
Electric line construction.....		39,500 60
Fixed Capital Installed since December 31, 1908:		
Other street railway land.....	\$39 82	
Rails, rail fastenings and joints.....	72 86	
Special work		13,326 00
Track laying and surfacing.....		1,332 60
Roadway tools	1 5,873 09	9 290 00
Underground conduits	135 90	
Transmission system	257 22	1,004 29
Distribution system	1,492 58	5,149 73
Sub-station buildings	91 86	10 1,653 54
General office buildings and fixtures.....	5,851 67	
Shops and carhouses.....	10,351 66	11 4,604 44
Stations, waiting rooms and misc. buildings	14,108 13	
Sub-station equipment	2 24,760 07	12 24,275 19
Shop equipment	3 2,805 93	
Revenue cars	4 192,176 62	13 15,039 96
Electric equipment of cars.....	5 38,097 81	1,862 84
Other rail equipment.....	6 7,422 37	25 27
Miscellaneous equipment	8 5,999 00	14, 16 36,510 29
Engineering and superintendence.....	171 09	
Total	7, 8 \$309,707 68	15, 16 \$173,369 67

¹⁻⁷ Includes transfer from one or more other accounts: ¹ \$5,873.09; ² \$22,587.41;

³ \$284.00; ⁴ \$8,081.18; ⁵ \$1,115.00; ⁶ \$6,417.02; ⁷ Total, \$44,357.70.

⁸ Includes adjustment of prior entries, \$5,299.00.

⁹⁻¹⁵ Includes transfer to one or more other accounts: ⁹ \$284.00; ¹⁰ \$1,653.54;

¹¹ \$4.44; ¹² \$20,929.43; ¹³ \$12,838.20; ¹⁴ \$8,648.09; ¹⁵ Total, \$44,357.70.

¹⁶ Includes adjustment of prior entries, \$1,511.77.

Third Avenue Railway Company

Details of Expenditures

Bronx Valley Sanitary sewer tax assessment for 1934.....	\$39 82
Repairs to track on Amsterdam Ave., 130th to 136th Sts.....	72 86
Equipment for new sub-station building at 186th St. and Amsterdam Ave.	1,535 59
Alterations to vault in Asst. Treasurer's Office at Harlem Office Bldg.	2,437 14
Automatic coal stokers at Harlem Office Building, 65th Street Carhouse and Amsterdam Avenue Carhouse.....	7,047 34
New heating and sprinkler systems at 54th St. and Tenth Ave. Carhouse	6,718 85
Repairs to heating system and building alterations, at Greyhound Bus Garage, West 129th Street.....	14,108 13
Addition to high tension cables, East 126th Street.....	257 22
New sub-station building at 186th St. and Amsterdam Ave....	1,727 62
Installation of new shop air compressor at 65th Street Shop..	1,619 02
Installation of shearing machine at 65th St. Shop.....	902 91
Altering car lighting circuit on 804 cars to simplify one-man operation	2,506 82
Purchase and equipping for service 25 cars, including electrical equipment and motors.....	90,932 16
Purchase and equipping for service 27 cars, including electrical equipment and motors.....	27,058 53
Purchase and equipping for service 35 cars, including electrical equipment and motors.....	89,670 36
Installation of safety devices on 8 service cars.....	1,034 18
Installation of Field Shunting equipment on 59 cars.....	9 12
Improving emergency switch circuit on 752 cars.....	1,081 80
Converting 47 cars to overhead trolley.....	8 40
Purchase of 1,350 sets of controllers.....	9,550 79
Equipping car for use as sweeper.....	231 44
Installation of 2 railroad feeder panels including connections for 2 D. C. feeders at E. 26th St. Sub-station.....	800 88
Purchase of 1 used White Chassis, equipped with armoured body	700 00
Adjustment of entries for prior periods.....	5,299 00
Transfer from one account to another (see <i>Details of Retirements</i> below)	44,357 70
Total	\$309,707 68

Footnote applicable to page 446.

¹ Differs from Net Corporate Income reported in Table XV, A by the inclusion here of \$428,861.21, representing net Profit from Operation of Others which was transferred on Table XV, A to Net adjustments to Surplus. Details of this net profit are as follows:

42d St., Man. & St. Nicholas Ave. Ry. Co.....	\$76,088 91
Union Ry. Co.....	340,568 90
Southern Boulevard R. R. Co.	43,411 00
New York City Interborough Ry. Co.....	192,676 88
Westchester Electric Railroad Co.....	D 103,140 30
Yonkers Railroad Co.....	D 112,708 88
New York, Westchester & Conn. Traction Co.....	6,061 23
Hastings Railway Co., Inc.....	D 14,096 53
Net Profit	\$428,861 21

Third Avenue Railway Company

Details of Retirements

"Fixed Capital, December 31, 1908":

Retirement of cables removed from various locations.....	\$33,288 14
Retirement of roadway and electric line construction from various locations	6,212 46
Retirement of special work, paving and tracks in various locations	28,794 92
Fixed Capital Installed since December 31, 1908:	
Removal of special work and paving.....	4,899 40
Retirement of roadway construction, 59th St., East of Third Ave.	9,759 20
Retirement of miscellaneous tools.....	6 00
Retirement of equipment in connection with transfer to new sub-station building at 186th St. and Amsterdam Ave.	1,004 29
Retirement of electric line construction originally installed under Project Nos. 144 and 147.....	5,149 73
Retirement of 2 old boilers removed.....	4,600 00
Retirement of sub-station equipment acquired in 1912.....	3,345 76
Transfer of charges from capital to operating expenses.....	4,089 87
Retirement of 1 gasoline tank and 2 pumps.....	352 30
Retirement of equipment	12,772 46
Retirement of 1 Peerless truck.....	2,192 95
Retirement of 1 Oldsmobile car and minor items.....	1,248 76
Retirement of 3 Fordson tractors	2,075 00
Retirement of 1 armoured money wagon acquired in 1925.	7,708 96
Adjustment of entries for prior periods.....	1,511 77
Transfer to one account from another (see <i>Details of Expenditures</i> above)	44,357 70
Total	<u>\$173,369 67</u>

Power Bought, Sold and Exchanged

Bought.—From New York Edison Co., 19,822,644 kw. hrs. A. C. at 0.82 cents per kw. hr., \$163,729.60, charged to operating expenses (Power purchased).

Sold.—To New Enterprise Garage, 148,295 kw. hrs. D. C. at 2.60 cents per kw. hr., \$3,866.58, credited to revenue (Sale of power).

Exchanged.—Delivered to New York Railways Corp., 1,345 kw. hrs. D. C. at 2.60 cents per kw. hr., \$34.97, credited to operating expenses (Power exchanged).

Footnote applicable to page 446.

² The Surplus Adjustments of the individual companies are as follows:

42d St., Manh. & St. Nicholas Ave. Ry. Co.....	D \$49,611 53
Union Ry. Co.....	D 123,850 49
Southern Boulevard R. C. Co.....	D 1,920 21
New York City Interborough Ry. Co.....	*639,729 32
Westchester Electric R. R. Co.....	D 27,250 15
Yonkers E. R. Co.....	6,839 58
Kingsbridge Ry. Co.....	†13,722 49
Third Avenue Bridge Co.....	†43,202 99
Pelham Park & City Island Ry. Co.....	†52,056 86
Mid-Crosstown Ry. Co.....	†109,959 65

Total \$662,878 51

* Consists of: (1) Transfer of opening balance as of July 1, 1933. \$721,557.39; (2) net Surplus adjustments applicable to year ended June 30, 1934, Dr \$81,828.07.

† To record on the books the credit balance in Surplus.

† Cancellation of amounts reserved on the books for the reason that the assets of the Company have been completely retired.

Third Avenue Railway Company

Corporate Deficit

Deficit at beginning of year.....		\$4,180,246	27
Retirement of Fixed Capital.....		47,271	04
Cash balance, Bank of United States, considered worthless— written off		2,658	50
To provide a reserve as of June 30, 1934 covering the estimated value of outstanding Work- men's Compensation claims and also a Con- tingencies reserve for 5% of same:			
Long Term Cases Incurred.....	\$85,293	80	
Contingencies	4,264	69	89,558 49
To write off the cost of obsolete material.....			5,583 57
City Gross Earnings tax, Kingsbridge Ry.—10% penalty on Advertising receipts for years ended Sept. 30, 1928 to 1932.			1,836 01
Interest penalty on above.....			1,216 41
To write off balances of:			
Kingsbridge Ry. Co.....	\$13,722	49	
Third Avenue Bridge Co.....	Cr 8,340	76	5,381 73
To write off Securities of the following:			
Third Avenue Bridge Co.:	<i>Par value</i>	<i>Cost</i>	
Capital Stock—Common	\$20,000 00	\$20,000 00	
Demand Notes	92,908 64	92,908 64	
Mid-Crosstown Railway Co.:			
Capital Stock—Common	150,000 00	432,762 40	
Pelham Park & City Island Ry. Co.:			
Capital Stock	45,000 00	11,884 83	
Demand Notes	29,545 31	29,545 31	587,101 18
Total debits			\$4,920,853 20
Credits:			
Net corporate income for year.....	¹	\$157,028	22
Interest on \$73,100 Debenture Advertising Bonds, 4's, from Feb. 1 to June 30, 1933..		1,218	33
Profit on sale of Third Avenue 1st Mtge. Bonds, par value \$9,000.....		26	40
Net Surplus Adjustments of Controlled Companies	²	662,878	51
			821,151 46
Deficit, June 30, 1934.....			\$4,099,701 74

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and F. W. Frost; Secretary, V. McQuistion; Assistant Secretary, J. A. Thake; Treasurer, A. D. Sage; Assistant Treasurer, F. T. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; General Claim Agent, W. E. Foley; General Purchasing Agent, C. Witzel.

Directors.—G. W. Davison, W. C. Ewen, M. Ferguson, W. M. Flook, F. J. Fuller, S. W. Huff, E. Iselin, N. L. Ottinger, H. Palagano, J. W. Platten, W. D. Scholle, L. F. Straus, P. J. Roosevelt.

Main Business Office.—2396 Third Avenue, New York, N. Y.

Report verified by Leslie Sutherland, Vice-President, October 1, 1934.

¹ See this note on page 444.

² See this note on page 445.

Third Avenue Railway Company
ADDENDUM

CONSOLIDATED BALANCE SHEET

THIRD AVENUE RAILWAY COMPANY AND CONTROLLED COMPANIES ¹

June 30, 1934 and 1933

(From Annual Report of the Company to Stockholders)

ASSETS	June 30, 1934	June 30, 1933
Railroads and Equipment.....	\$76,319,501 63	\$76,434,455 84
Special Deposits:		
Sinking Funds:		
Cash	\$34,360 07	\$10,775 63
Securities at Cost:		
Third Avenue Ry. Co. First Ref.		
Mtge. 4% Bonds.....	412,169 13	402,574 01
New York City Interborough Ry. Co.		
First Mtge. 4% Sinking Fund		
Bonds	60,000 00	60,000 00
Fund for Depreciation and Contingen-		
cies—Securities at Cost:		
Third Avenue Ry. Co. Bonds:		
First Ref. Mtge. 4% Bonds.....	2,022,498 11	2,022,498 11
Adj. Mtge. 5% Income Bonds.....	254,388 97	254,388 97
U. S. Liberty Loan Bonds.....	54,800 00	54,800 00
Matured coupon interest.....	641,915 54	636,944 29
Deposit with State Industrial Commis-		
sioner	717,454 46	595,104 14
Deposit with City of New York.....	124,250 00	124,250 00
Lessees' deposits	12,315 47	13,065 64
Deposit in lieu of mortgage property sold	129,968 29	129,968 29
Miscellaneous	97,214 34	97,214 34
Total Special Deposits.....	\$4,561,334 38	\$4,401,583 42
Current Assets:		
Cash	\$1,830,502 52	\$2,262,282 40
Accounts receivable	410,433 14	454,298 76
Materials and supplies.....	691,291 99	742,673 88
Miscellaneous Investments—Securities at		
Cost:		
Third Avenue Ry. Co. First Mtge. 5%		
Bonds	590,177 50	280,787 50
U. S. Government Securities.....	1,008,375 00	148,047 50
Other	136,856 13	42,043 63
Total Current Assets.....	\$4,667,636 28	\$3,930,133 67
Deferred Debit Items:		
Insurance premiums, taxes and rents...	\$214,023 92	\$46,633 87
Unamortized debt discount and expense.	884,830 74	904,915 65
Miscellaneous	55,867 32	76,823 60
Total Deferred Debit Items.....	\$1,154,721 98	\$1,028,373 12
Total Assets	\$86,703,194 27	\$85,794,546 05

¹ For street surface and bus companies included, see page 441.

Third Avenue Railway Company
CONSOLIDATED BALANCE SHEET—Concluded

THIRD AVENUE RAILWAY COMPANY AND CONTROLLED COMPANIES ¹

LIABILITIES	June 30, 1934	June 30, 1933
Capital Stock:		
Third Avenue Ry. Co. Stock.....	\$16,590,000 00	\$16,590,000 00
Stock of controlled companies in hands of public	169,700 00	189,700 00
Total Capital Stock.....	\$16,759,700 00	\$16,779,700 00
Funded Debt:		
Third Avenue Ry. Co. Bonds:		
First Mtge. 5% Bonds.....	\$5,000,000 00	\$5,000,000 00
First Ref. Mtge. 4% Bonds.....	21,990,500 00	21,990,500 00
Adj. Mtge. 5% Income Bonds.....	22,536,000 00	22,536,000 00
Bonds of controlled companies in hands of public	4,329,000 00	4,329,000 00
Total Funded Debt.....	\$53,855,500 00	\$53,855,500 00
Current Liabilities:		
Accounts and wages payable.....	\$335,149 83	\$303,655 86
Interest accrued (not including interest on Adj. Mtge. Bonds).....	62,975 71	62,875 71
Taxes accrued	413,927 47	412,098 89
Total Current Liabilities.....	\$812,053 01	\$778,630 46
Interest Matured on Bonds.....	\$641,915 54	\$636,944 29
Interest on Adjustment Mortgage Income Bonds	\$10,411,240 00	\$9,847,840 00
Reserves:		
For depreciation	\$4,088,985 40	\$3,731,694 34
Other reserves	1,831,202 13	1,518,364 42
Excess of book value over cost of con- trolled companies' securities owned...	2,404,857 62	2,131,342 60
Total Reserves	\$8,325,045 15	\$7,381,401 36
Corporate Deficit	\$4,102,259 43	\$3,485,470 06
Total Liabilities	\$86,703,194 27	\$85,794,546 05

¹ For street surface and bus companies included, see page 441.

Third Avenue Railway Company
CONSOLIDATED STATEMENT OF INCOME
THIRD AVENUE RAILWAY COMPANY AND CONTROLLED COMPANIES ¹
RAILWAY AND BUS OPERATIONS

Years Ended June 30, 1934, 1933 and 1932

(From Annual Report of the Company to Stockholders)

RAILWAY OPERATIONS	1934	1933	1932
Operating Revenue.....	\$10,652,259 63	\$10,990,511 10	\$12,826,854 72
Operating Expenses.....	7,563,821 55	7,625,011 60	9,066,222 93
Net Operating Revenue.....	\$3,088,438 08	\$3,365,499 50	\$3,760,631 79
Taxes	810,504 19	835,306 57	996,065 78
Operating Income.....	\$2,277,933 89	\$2,530,192 93	\$2,764,566 01
Non-Operating Income.....	332,053 21	320,960 99	303,559 23
Gross Income.....	\$2,609,987 10	\$2,851,153 92	\$3,068,125 24
Deductions	2,555,993 58	2,567,862 67	2,645,907 39
Net Income.....	\$53,993 52	\$283,291 25	\$422,217 85
BUS OPERATIONS			
Operating Revenue.....	\$2,548,896 07	\$2,695,402 01	\$2,989,845 14
Operating Expenses.....	2,182,579 11	2,484,173 85	2,663,315 65
Net Operating Revenue.....	\$366,316 96	\$211,228 16	\$326,529 49
Taxes	86,753 05	85,515 92	94,620 18
Operating Income.....	\$279,563 91	\$125,712 24	\$231,909 31
Non-Operating Income.....	9,681 77	9,907 06	10,065 95
Gross Income.....	\$289,245 68	\$135,619 30	\$241,975 26
Deductions	186,210 98	197,791 99	204,054 84
Net Income or (D) Loss.....	\$103,034 70	D \$62,172 69	\$37,920 42

¹ For street surface and bus companies included, see page 441.

THIRTY-FOURTH STREET CROSSTOWN RAILWAY COMPANY**OPERATED UNDER AGREEMENT**

Incorporated March 18, 1896 as a consolidation of the Thirty-fourth Street Railroad Company (incorporated August 15, 1884) and the Thirty-fourth Street Ferry and Eleventh Avenue Railroad Company (incorporated July 28, 1885). The Company was operated until March 12, 1925 by the New York Railways Company, which company assumed an operating agreement made with the Metropolitan Street Railway Company. On March 13, 1925 the Receiver of the New York Railways Company agreed to operate the property for the account of this Company and operation was continued by the New York Railways Corporation in accordance with such agreement from April 30, 1925 to January 1, 1928, when an agreement, drawn up later, was effective.

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925 under the Reorganization Plan.

Important Changes during Year.—J. T. McCarthy was elected Vice-President, November 28, 1933.

Corporate Deficit.—Deficit at beginning of year and at June 30, 1934, \$8,048.

Officers.—President, H. J. Sheeran; Vice-President, J. T. McCarthy; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, C. A. Muth; General Attorney, Cotton, Franklin, Wright & Gordon.

Directors.—H. J. Sheeran, F. B. Gordon, J. S. Dunham, F. J. McGarey, C. A. Muth, J. A. Fowler, Jr., J. T. McCarthy, T. G. Walker.

Main Business Office.—123 West 146th Street, New York, N. Y.

Report verified by H. J. Sheeran, President, September 29, 1934.

TWENTY-THIRD STREET RAILWAY COMPANY**OPERATED UNDER AGREEMENT**

Incorporated June 29, 1872. On January 10, 1876 this Company leased the property of the Bleecker Street and Fulton Ferry Railroad Company for 99 years, and on April 25, 1893 leased all its property and leasehold rights to the Houston, West Street and Pavonia Ferry Railroad Company. On November 29, 1893 the lessee company was consolidated into the Metropolitan Street Railway Company, the latter being succeeded on January 1, 1912 by the New York Railways Company, which operated this Company's property under lease until March 12, 1925. On March 13, 1925 the Receiver of the New York Railways Company agreed to operate the property for the account of this Company and operation has been continued by the New York Railways Corporation, in accordance with such agreement from April 30, 1925 to January 1, 1928, when an agreement drawn up later, was effective.

Stock control is held by the New York Railways Corporation which acquired a majority of the issue on April 30, 1925 under the Reorganization Plan.

Important Changes during Year.—None.

Corporate Deficit.—Deficit at beginning of year, \$378,075.03; net corporate loss for year, \$86.12; deficit, June 30, 1934, \$378,161.15. This excludes \$669,782.20 rental not paid by lessee (18 per cent per annum on \$600,000 capital stock from February 1, 1919 to March 12, 1925, \$660,483.81 and allowance for corporate expenses from January 1, 1919 to March 12, 1925, \$9,298.39) which amounts do not appear on the Company's books.

Officers.—President, H. J. Sheeran; Vice-President, J. T. McCarthy; Secretary and Treasurer, F. B. Gordon; Assistant Secretary and Assistant Treasurer, T. G. Walker; Auditor, C. A. Muth; General Attorney, Cotton, Franklin, Wright & Gordon.

Directors.—H. J. Sheeran, J. S. Dunham, F. B. Gordon, J. A. Fowler, Jr., C. A. Muth, H. J. Smith, F. J. McGarey, J. T. McCarthy, T. G. Walker.

Main Business Office.—123 West 146th Street, New York, N. Y.

Report verified by H. J. Sheeran, President, September 29, 1934.

UNION RAILWAY COMPANY OF NEW YORK CITY

Incorporated April 20, 1892 as a consolidation of the Harlem Bridge, Morrisania and Fordham Railway Company, the Melrose and West Morrisania Railroad Company and the North Third Avenue and Fleetwood Park Railroad Company. The capital stock of the Company is owned by the Third Avenue Railway Company. Respondent controls the following companies through ownership of a majority of their capital stock:

Bronx Traction Company,
Surface Transportation Corporation of New York,
Westchester Street Transportation Company, Inc., and
Surface Transportation Trading Company (inactive).
The Westchester Motor Transfer Company, Inc., is owned jointly with the Yonkers Railroad Company.

Important Changes during Year.—The Company acquired for Fund for Amortization of Property and Franchises, Third Avenue First Refunding Mortgage 4% Bonds, par value, \$11,000, cost, \$4,368.77.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed	Retired
"Fixed Capital, December 31, 1908":		
Electric line construction.....		\$394 05
Fixed Capital Installed since December 31, 1908:		
Other street railway land.....	\$251 13	
Grading	6,272 16	
Ties	376 20	
Rails, rail fastenings and joints.....	961 01	
Special work	903 32	
Track laying and surfacing.....	1,080 61	
Roadway tools	18,705 59	8 11,070 87
Poles and fixtures.....	2 334 40	
Underground conduits	128 42	
Distribution system	176 22	
Shops and car houses.....	3 20,883 70	
Stations, waiting rooms and misc. buildings...	4 4,654 95	
Shop equipment	5 158 76	9 560 66
Revenue cars	495 68	10 22 85
Electrical equipment of cars.....	235 69	
Other rail equipment.....	198 60	11 5,400 00
Miscellaneous equipment	6 13,877 59	12 26,496 02
Engineering and superintendence.....	12 27	
Total	7 \$59,706 30	13 \$43,944 45

¹ Consists of transfer from Miscellaneous equipment, \$7,030.59, and adjustment of entry for prior period, \$1,675.

² Adjustment of entry for prior period.

³ Includes transfer from Shop equipment, \$500.

⁴ Includes transfer from Miscellaneous equipment, \$685.80.

⁵ Transfer from Miscellaneous equipment.

⁶ Includes transfer from other accounts, \$7,550, and adjustment of entry for prior period, \$300.

⁷ Includes transfers from other accounts, \$15,925.15, and adjustment of entries for prior periods, \$2,309.40.

⁸ Includes transfer to Miscellaneous equipment, \$2,150, and adjustment of entry for prior period, \$8,794.76.

⁹ Consists of transfer to Shops and carhouses, \$500, and adjustment of entry for prior period, \$60.66.

¹⁰ Adjustment of entry for prior period.

¹¹ Transfer to Miscellaneous equipment.

¹² Includes transfer to other accounts, \$7,875.15, and adjustment of entries for prior period, \$12,611.37.

¹³ Includes transfers to other account, \$15,925.15, and adjustment of entries for prior periods, \$21,489.64.

Union Railway Company of New York City

Details of Expenditures

Bronx Valley Sanitary Sewer tax assessment for 1934.....	\$251 13
Installation of new electric switch at Fordham Road and Webster Ave.	782 32
Installation of new electric switch—Third Ave. south of 149th St. at Willis Ave.....	407 95
Roadway repairs at St. Peters and Westchester Aves.....	48 75
Boscobel Ave. reconstruction—University Ave. to Jerome Ave. and 167th St.....	6,513 84
Boston Road reconstruction—from Southern Boulevard to Tremont Ave.	769 18
181st Street reconstruction—St. Nicholas Ave. to crossover west of Wadsworth Ave.....	1,388 17
Installation of new sprinkler system at West Farms Carhouse No. 2	4,652 87
Installation of automatic coal stoker at 245 E. 133d St., 176th St. and Boston Rd., and 173d St. and West Farms Road.....	3,601 97
Installation of sprinkler system at West Farms Carhouse, 176th St. and Boston Road.....	12,330 49
Installation of automatic coal stoker at 1462 West Farms Rd. Bus Shop	1,906 61
Installation of automatic coal stoker, corner of John, Ridge and Mott Sts., White Plains, N. Y.....	1,860 91
Installation of safety devices on 9 cars.....	816 92
Altering car lighting circuit on 75 cars.....	62 86
Improving emergency switch circuit and installing fare box switch on 75 cars.....	50 19
Purchase of 2 A. C. F. buses from Surface Transportation Corp.	4,694 64
Purchase of 1 Chevrolet coach.....	623 25
Purchase of 1 Chevrolet coach.....	709 70
Adjustment of entries for prior periods.....	2,309 40
Transfer from one account to another (see <i>Details of Retirements</i> below)	15,925 15
Total	\$59,706 30

Details of Retirements

"Fixed Capital, December 31, 1908":

Retirement of electric line construction—Cedar Ave., Sedgwick Ave. to north of W. Tremont Ave.....	\$394 05
Fixed Capital Installed since December 31, 1908:	
Retirement of minor construction items.....	126 11
Retirement of 2 Peerless dump trucks.....	4,814 50
Retirement of 2 Chevrolet coaches.....	1,195 00
Adjustment of entries for prior periods.....	21,489 64
Transfer to one account from another (see <i>Details of Expenditures</i> above)	15,925 15
Total	\$43,944 45

Power Bought, Sold and Exchanged

Bought.—From New York Edison Co., 38,375,599 kw. hrs. A. C. at 0.84 cents per kw. hr., \$323,570.02, charged to operating expenses (Power purchased).

Sold.—To New York, New Haven & Hartford R. R. Co., 35,930 kw. hrs. D. C. at 8.00 cents per kw. hr., \$2,874.40, credited to revenue (Sale of Power).

Exchanged.—Delivered to Surface Transportation Corp., 111,840 kw. hrs. D. C. at 0.92 cents per kw. hr., \$1,025.69, credited to operating expenses (Power exchanged).

Union Railway Company of New York City

Corporate Surplus

Deficit at beginning of year.....		\$156,100 01
Retirement of Fixed Capital.....		21,560 84
To provide a reserve as of June 30, 1934 covering the estimated value of outstanding Workmen's Compensation claims and also a Contingencies reserve for 5% of same:		
Long Term Cases Incurred.....	\$75,664 99	
Contingencies	3,783 25	79,448 24
To write off the cost of obsolete material.....		12,990 95
To write off the balances due from:		
Mid-Crosstown Ry. Co.....	\$1,698 96	
Pelham Park & City Island Ry. Co.....	44,714 43	46,413 39
Adjustment of Operating Expenses applicable to 1928.....		3,385 00
Total debits		\$319,898 43
Credits:		
Net corporate income for year.....	¹ \$340,568 90	
Amounts received from sale of salvage.....	1,925 23	
Net Surplus Adjustments of Controlled Companies	² 38,022 70	380,516 83
Credit balance, June 30, 1934.....		\$60,618 40

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and F. W. Frost; Secretary, V. McQuistion; Assistant Secretary, J. A. Thake; Treasurer, A. D. Sage; Assistant Treasurer, F. T. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; General Claim Agent, W. E. Foley; General Purchasing Agent, C. Witzel.

Directors.—G. W. Davison, W. C. Ewen, F. J. Fuller, S. W. Huff, H. Palagano, J. W. Platten, E. Iselin, P. J. Roosevelt, L. F. Straus.

Main Business Office.—2396 Third Avenue, New York, N. Y.

Report verified by Leslie Sutherland, Vice-President, October 1, 1934.

¹ Differs from Net Corporate Income reported in Table XV, A by the inclusion here of \$71,110.67, representing a net Profit from Operation of Others which was transferred on Table XV, A to Net adjustments to Surplus. Details of this profit are as follows:

Surface Transportation Corp.....	\$106,503 61
Westchester Street Transportation Co., Inc.....	D 26,650 90
Westchester Motor Transfer Co., Inc.....	D 8,742 04

Net Profit.....	\$71,110 67
-----------------	-------------

² The Surplus Adjustments of the individual companies are as follows:

Surface Transportation Corp.....	Dr \$4,968 52
Westchester Street Transportation Co., Inc.....	40,633 75
Westchester Motor Transfer Co., Inc.....	2,357 47

Total	\$38,022 70
-------------	-------------

WESTCHESTER ELECTRIC RAILROAD COMPANY

Incorporated March 27, 1891. Stock control is held by the Third Avenue Railway Company, which owns all the capital stock. Respondent controls the Eastchester Transportation Corporation and the South Westchester Bus Company, Inc. (inactive) through ownership of their capital stock.

Important Changes during Year.—There was an addition of 0.017 miles of track (sidings) on Fifth Avenue (North Pelham) from Pelham Line to Pelhamwood Avenue, and a decrease of 0.388 miles of carhouse track in Mt. Vernon.

The Company acquired 176 shares of stock of the reorganized Mt. Vernon Trust Company for \$12.50 per share (par value, \$10 per share), \$2,200; and purchased U. S. Treasury Bonds for deposit with State Industrial Commission, par value, \$2,500, cost, \$2,482.03; total increase in Miscellaneous Investments, \$4,682.03.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

TITLE OF ACCOUNT	Installed	Retired
"Fixed Capital, December 31, 1908":		
Electric line construction.....		\$280 00
Fixed Capital Installed since December 31, 1908:		
Grading	\$4,624 69	
Ties	863 25	
Rails, rail fastenings and joints.....	854 86	
Track laying and surfacing.....	423 86	
Roadway tools		4,171 89
Telephone and telegraph lines.....		500 00
Poles and fixtures.....	1 1,830 73	
Distribution system	2 7,351 98	5 1,750 52
Shops and carhouses.....	3 33,434 80	6 2,991 14
Stations, waiting rooms and misc. buildings...	27 50	
Shop equipment		7 660 00
Revenue buses	191 48	42 66
Garage equipment	352 00	
Miscellaneous equipment		8 4,847 63
Total	4 \$49,955 15	9 \$15,243 84

¹ Includes adjustment of entries for prior periods, \$1,335.99.

² Includes transfer from Shops and carhouses, \$2,991.14, and adjustment of entries for prior periods, \$350.59.

³ Includes transfer from other accounts, \$1,761.68.

⁴ Includes transfers from other accounts, \$4,752.82, and adjustment of entries for prior periods, \$1,686.58.

⁵ Includes transfer to Shops and carhouses, \$836.88.

⁶ Represents transfers to distribution system.

⁷ Represents transfer to Shops and carhouses.

⁸ Includes transfer to Shops and carhouses, \$264.80.

⁹ Includes transfer to other accounts, \$4,752.82.

The Westchester Electric Railroad Company*Details of Expenditures*

Reconstruction—Mt. Vernon Avenue, easterly from New York Central Station, Mt. Vernon, N. Y.....	\$516 00
Reconstruction—Mt. Vernon Avenue, from Bronx River Bridge to West Lincoln Avenue, Mt. Vernon.....	6,250 66
Installation of overhead weatherproof feeders—S. Fifth Ave., Mt. Vernon, E. 3d St. to New York City Line.....	4,407 79
Installation of 270 ft. of cable in duct line of N. Y. Telephone Co.	97 20
Installation of automatic coal stoker at Mount Vernon Carhouse	1,124 22
Alterations to Mount Vernon Carhouse.....	28,793 08
Installation of sprinkler system in rear of Mount Vernon Carhouse	1,783 32
Installation of new Vulcan wheels on Bus No. 65.....	191 48
Purchase of 2 portable gasoline pumps for Mt. Vernon Garage.....	252 00
Purchase of 1 battery charger.....	100 00
Adjustment of entries for prior periods.....	1,686 58
Transfer to one account from another (see <i>Details of Retirements</i> below)	4,752 82
Total	\$49,955 15

*Details of Retirements***"Fixed Capital, December 31, 1908":**

Retirement of 16 wood trolley poles from various localities.....	\$280 00
Fixed Capital Installed since December 31, 1908:	
Retirement of items which cannot be verified as assets:	
Extension of Pelham Manor Line.....	194 39
Changing track layout, Garden Avenue Carhouse.....	592 50
Retirement of crossover.....	3,385 00
Retirement of telegraph line with 2 telegraph boxes.....	500 00
Retirement of electrical work installed in 1927.....	913 64
Removal of Budd wheels on Bus No. 65.....	42 66
Retirement of 1 Buick delivery wagon.....	985 50
Retirement of 2 Ford runabouts.....	819 08
Retirement of 1 Peerless dump truck.....	2,778 25
Transfer from one account to another (see <i>Details of Expenditures</i> above)	4,752 82
Total	\$15,243 84

Power Purchased.—From New York Edison Co., 4,143.591 kw. hrs. A. C. at 0.80 cents per kw. hr., \$33,119.89, charged to operating expenses.

The Westchester Electric Railroad Company

Corporate Deficit

Deficit at beginning of year.....		\$4,000,202 06	
Net corporate loss for year.....		1 103,140 30	
To provide a reserve as of June 30, 1934, covering the estimated value of outstanding Work- men's Compensation claims and also a Con- tingencies reserve for 5% of same:			
Long Term Cases Incurred.....	\$27,876 87		
Contingencies	1,393 83		29,270 70
Bad debts written off.....			500 00
To write off the cost of obsolete material.....			2,455 40
To set up in Reserve for Doubtful Accounts, the Mt. Vernon Trust Co. "Certificate of Beneficial Interest in the Com- munity Recovery Fund". Collection of this item is doubtful.			2,369 09
To reserve the net surplus debit adjustments of the South Westchester Bus Co. for the year ended June 30, 1934.....			188 17
Total debits		\$4,138,125 72	
Credits:			
Cancellation of liability to Pelham Park & City Island Ry. Co. for which contra debit was written off on latter's books.....	\$5,692 83		
Transfer to Surplus of amount received from salvage	582 63		
Capitalization of expenditure made in 1927 and charged in error to Maintenance.....	1,257 75		7,533 21
Deficit, June 30, 1934.....		\$4,130,592 51	
¹ Differs from Net Corporate Income reported in Table XV, A by the inclusion here of \$3,857.23 representing a net Loss on Operation of Others, which was trans- ferred on Table XV, A to Net adjustments to Surplus:			
Eastchester Transportation Corp.....		D \$4,069 73	
South Westchester Bus Co.....		212 50	
Net Loss		D \$3,857 23	

Westchester Electric Railroad Company
Income Statement for Bus Operations

	Year ended June 30, 1934
Operating Revenues:	
Passenger revenue	\$259,234 80
Transportation of letter carriers.....	1,526 10
Chartered bus revenue.....	2,042 50
Advertising	617 47
Rent of equipment.....	18,132 16
Rent of building and other property.....	330 00
Total Operating Revenues.....	\$281,883 03
Operating Expenses:	
Maintenance of plant and equipment—expended.....	\$29,708 71
Maintenance of plant and equipment—reserved.....	Cr 3,825 91
Fuel for power.....	27,901 96
Operation of buses.....	79,549 41
Injuries to persons and property.....	13,140 16
Administrative and general expenses.....	10,155 05
Total Operating Expenses.....	\$156,629 38
Taxes	10,577 53
Total Revenue Deductions.....	\$167,206 91
Operating Income	\$114,676 12
Non-Operating Income	4,136 18
Gross Income	\$118,812 30
Deductions from Gross Income:	
Rent of buses.....	\$84,936 20
Miscellaneous rent deductions.....	10,750 93
Interest	181 47
Total Deductions from Gross Income.....	\$95,868 60
Net Corporate Income.....	\$22,943 70

Westchester Electric Railroad Company

Buses.—Company reports 16 Buses in its possession at June 30, 1934, available for service, all of which are leased. The Company owns 7 Buses, which are leased to the Surface Transportation Corp.

Accidents to Persons Account of Bus Operation.—Minor injuries, 49, of which 39 were to passengers, 2 to employees, and 8 to others. All bus accidents occurred outside of New York City.

Accidents for Damages Account of Bus Operation.—Pending at beginning of year, 15; brought during year, 4; settled before trial by payment to claimant, 7; judgments rendered, none; otherwise disposed of, 3; pending at close of year, 9.

Settlement of Accident Cases Account of Bus Operation.—Compromised during the year, 7 suits, \$750; Claims settled, 16, \$1,020; total settlements, 23, amount, \$1,770.

Employees and Wages.—The report of the Third Avenue Railway Co. shows 35 Bus Operators of the Westchester Electric Railroad at June 30, 1934, compensation, \$64,918.67; and Miscellaneous Bus Service Employees, whose compensation for the year was \$5,891.21; total compensation charged by the Westchester Electric to Bus Operation, \$70,809.88.

Officers.—President, S. W. Huff; Vice-Presidents, L. Sutherland and F. W. Frost; Secretary, V. McQuiston; Assistant Secretary, J. A. Thake; Treasurer, A. D. Sage; Assistant Treasurer, F. T. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; General Claim Agent, W. E. Foley; General Purchasing Agent, C. Witzel.

Directors.—G. W. Davison, W. C. Ewen, M. Ferguson, W. M. Flook, F. J. Fuller, S. W. Huff, E. Iselin, N. L. Ottinger, H. Palagano, J. W. Platten, P. J. Roosevelt, W. D. Scholle, L. F. Straus.

Main Business Office.—2396 Third Avenue, New York, N. Y.

Report verified by Leslie Sutherland, Vice-President, October 1, 1934.

CHAPTER III
BUS COMPANIES
YEAR ENDED JUNE 30, 1934

ABSTRACTS OF COMPANY RETURNS

(See Table of Contents, page 136)

AVENUE B AND EAST BROADWAY TRANSIT COMPANY, INC.

Incorporated July 18, 1932, and operation on the Avenue B Line (Manhattan) was begun July 31, 1932, and on the Grand Street Line (Manhattan), September 4, 1932. The Company obtained a Franchise Contract for one year from the City of New York on March 21, 1933, and a Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective April 20, 1933. [On July 19, 1934, a Franchise Contract to end March 20, 1944 was obtained from the City, a Certificate of Public Convenience and Necessity for the duration of the franchise being granted September 5, 1934.]

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$26,424 32	Fixed Capital—Gross Investment.....	\$27,198 97
8,294 35	<i>Less</i> Accrued amortization of capital.....	18,124 03
\$18,129 97	Fixed capital—net investment.....	\$9,074 94
¹ \$968 81	Miscellaneous Investments.....	¹ \$4,393 26
	Current Assets:	
\$3,147 11	Cash	\$1,485 15
2,803 78	Loans and bills receivable.....	2,938 02
87 83	Interest receivable.....	63 75
411 50	Materials and supplies.....	741 85
\$6,450 22	Total current assets.....	\$5,228 77
	Special Deposits:	
\$6,109 75	Deposit with City of New York.....	\$6,109 75
75 00	Other special deposits.....	² 11,206 70
\$6,184 75	Total special deposits.....	\$17,316 45
\$1,000 00	Reserve Funds (Insurance).....	\$234 18
	Miscellaneous Temporary Debits:	
\$421 30	Prepayments	\$1,836 68
\$33,155 05	Total Assets.....	\$38,084 28
	LIABILITIES AND CAPITAL	
\$100 00	Capital Stock.....	\$100 00
	Funded Debt:	
\$13,490 00	Equipment obligations	\$13,600 00
	Unfunded Debt:	
\$3,497 70	Taxes accrued.....	\$2,392 04
914 97	Workmen's compensation.....	1,000 00
3,895 36	Miscellaneous loans and bills payable.....	10,253 35
42 47	Miscellaneous accounts payable.....	12 00
343 53	Interest accrued on funded debt.....	529 27
\$8,694 03	Accrued for wages and salaries.....	\$14,186 66
\$10,871 02	Total unfunded debt.....	\$10,197 62
\$33,155 05	Corporate Surplus.....	\$38,084 28
	Total Liabilities and Capital.....	

¹ U. S. Treasury Certificates, par value \$1,000.

² Consists of stock of affiliated Traction Sales Co., Inc., \$3,000, and advances to that company, \$1,393.26.

³ Cash held in escrow for certain taxes of Dry Dock, East Broadway & Battery R.R. Co. to be paid upon receipt of new franchise applied for.

Avenue B and East Broadway Transit Company, Inc.

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance, June 30, 1934
Intangible:			
Organization	¹ \$1,858 11	² \$1,474 09	\$1,867 86
Equipment:			
Passenger buses.....			24,460 73
Service cars.....			75 00
Shop and garage equipment.....	170 00		372 25
Furniture and office equipment.....	220 63		423 13
Total	<u>\$2,248 74</u>	<u>\$1,474 09</u>	<u>\$27,198 97</u>

Income Statement

	Year Ended June 30, 1934
Operating Revenues:	
Passenger revenue	\$174,316 92
Operating Expenses:	
Maintenance of plant and equipment—expended.....	\$18,657 63
Maintenance of plant and equipment—reserved.....	10,239 15
Garage operation and fuel.....	20,155 99
Operation of buses.....	51,360 99
Traffic promotion	343 92
Injuries to persons and property.....	1,209 35
Administrative and general expenses.....	35,822 21
Total Operating Expenses.....	\$137,789 24
Taxes Assignable to Operation.....	26,444 14
Total Revenue Deductions.....	\$164,233 38
Operating Income	\$10,083 54
Non-Operating Income	267 63
Gross Income	\$10,351 17
Deductions from Gross Income:	
Rent of rolling stock.....	\$3,922 58
Rent of shop and garage.....	5,540 00
Interest on funded debt.....	461 99
Total Deductions from Gross Income.....	\$9,924 57
Net Corporate Income.....	<u>\$426 60</u>

¹ Expenditures in connection with application for 10-year franchise from the City of New York.

² Reserve for Amortization of one-year franchise was credited to Fixed Capital during the year.

Avenue B and East Broadway Transit Company, Inc.

Operating Expenses

Maintenance of Plant and Equipment:

Repairs of passenger bus bodies, chassis and motors.....	\$14,640 60
Tires and tubes.....	3,223 82
Repairs of shop, garage and misc. transp. equipment.....	135 68
Repairs and operation of service equipment.....	337 53
Miscellaneous shop expenses.....	320 00
Depreciation of plant and equipment.....	10,239 15

Total	\$28,896 78
-------------	-------------

Garage Operation and Fuel:

Garage employees	\$1,653 59
Garage supplies and expenses.....	816 67
Fuel for revenue vehicles.....	16,521 35
Lubricants for revenue vehicles.....	1,164 38

Total	\$20,155 99
-------------	-------------

Operation of Buses:

Superintendence of transportation.....	\$9,869 20
Bus drivers and conductors.....	41,243 79
Other transportation expenses.....	248 00

Total	\$51,360 99
-------------	-------------

Traffic Promotion:

Advertising	\$343 92
-------------------	----------

Injuries to Persons and Property:

Claim department expenses.....	\$373 35
Other injuries and damages.....	436 00
Salaries and expenses of attorneys.....	400 00

Total	\$1,209 35
-------------	------------

Administrative and General Expenses:

Salaries and expenses of general officers.....	\$8,800 00
Salaries and expenses of general office clerks.....	4,591 43
General office supplies and expenses.....	733 87
General law expenses.....	2,500 00
General stationery and printing.....	213 40
Employees welfare expenses.....	469 46
General amortization	1,064 62
Insurance	14,362 36
Miscellaneous general expenses.....	3,087 07

Total	\$35,822 21
-------------	-------------

Grand total—Operating Expenses.....	\$137,789 24
-------------------------------------	--------------

Avenue B and East Broadway Transit Company, Inc.

CLASS OF TAX	Taxes	
	Amount accrued	Amount paid
Local:		
Franchise tax on earnings.....	\$16,087 68	\$17,271 83
Emergency tax of 1½ per cent on gross revenue	2,236 68	1,267 12
State:		
Motor vehicle licenses.....	215 00	210 00
Franchise tax on gross earnings.....	872 90	698 91
Gasoline tax	4,368 12	4,368 12
Federal:		
Income tax		1,065 06
Gasoline tax	1,797 52	1,797 52
Oil tax	68 47	68 47
Check tax, tire tax, parts tax, etc.....	797 77	797 77
Total	\$26,444 14	\$27,544 80

Rolling Stock.—Company reports as available for service at June 30, 1934, 21 Revenue Buses, seating capacity, 599, of which 17 are owned and 4 are leased from the Brooklyn Bus Corp.; and 1 service car (owned).

Passenger Movement for Year Ended June 30, 1934

	Avenue B Line	Grand Street Line	Total
Length of route (Manhattan).....	2.12	2.10	4.22
Average maximum number of buses per day.....	5	10	15
Regular bus trips (round).....	47,464	69,922	117,386
Passenger bus miles—active.....	201,720	281,973	483,693
Bus seat miles—active.....	5,043,050	7,039,275	12,082,325
Revenue bus hours.....	28,649	46,596	75,245
Revenue passengers (at 5 cents).....	1,405,901	2,080,435	3,486,336
Transfer passengers.....	283,411	407,374	690,785
Passenger receipts.....	\$70,295 11	\$104,021 81	\$174,316 92

Accidents to Persons.—Company reports 4 serious injuries and 70 minor injuries, total, 74, of which 67 were to passengers, none to employees, and 7 to others.

Employees and Wages

CLASS OF EMPLOYEES	Number at close of year	Compensation for year ended June 30, 1934
General:		
General officers	1	\$8,800 00
Clerks and bookkeepers.....	3	3,991 43
Transportation:		
Starters and superintendents.....	5	9,869 20
Operators	39	41,243 79
Shops and Garages:		
Garage men	1	1,653 59
Mechanics, automobile	5	6,642 82
Total	54	\$72,200 83

Officers.—President, R. W. Walker; Secretary and Treasurer, John L. Simpson.

Directors.—R. W. Walker, H. J. Drescher, R. O. Glaeser, Eugene Riordan, J. B. Walker, Jr.

Main Business Office.—592 Grand Street, New York, N. Y.

Report verified by John Simpson, Secretary, September 27, 1934.

BEE LINE, INC.

Incorporated August 11, 1922. [Operation along Merrick Road, from 163d Street, Jamaica Avenue, Jamaica, to City Line at Rosedale had begun in February, 1922.] The Company obtained a Franchise Contract for one year from the City of New York on January 16, 1934 for four routes in Queens, and a Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective March 15, 1933.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$1,485,793 55	Fixed Capital—Gross Investment.....	\$1,502,180 00
895,245 62	Less Accrued amortization of capital.....	961,292 12
\$680,547 93	Fixed capital—net investment.....	\$540,888 41
\$3,905 00	Miscellaneous Investments.....	\$4,165 00
\$1,902 31	Current Assets:	
78,978 78	Cash	\$7,752 50
170,954 94	Loans and bills receivable.....	54,783 78
115 50	Accounts receivable.....	209,468 98
32,194 38	Interest, dividends and rents receivable.....	.....
6,925 40	Materials and supplies.....	31,244 54
	Other current assets.....	8,413 38
\$291,071 31	Total current assets.....	\$311,663 18
\$12,000 00	Special Deposits:	
11,823 68	Deposited with City of New York.....	\$12,000 00
	Other special deposits.....	15,992 66
\$23,823 68	Total special deposits.....	\$27,992 66
\$14,926 34	Miscellaneous Temporary Debits:	
3,950 26	Construction in process.....	\$1,358 83
38,253 24	Prepayments	5,403 44
25 30	Preliminary survey and investigation charges..	39,065 99
	Other suspense.....	10 00
\$57,155 14	Total deferred debit items.....	\$45,838 26
\$1,056,503 06	Total Assets.....	\$930,547 51
LIABILITIES AND CAPITAL		
\$8,000 00	Common Stock.....	\$8,000 00
\$58,000 00	Funded Debt:	
563,500 00	Mortgage bonds.....	\$54,500 00
	Equipment obligations.....	434,000 00
\$621,500 00	Total funded debt.....	\$488,500 00
\$16,905 11	Unfunded Debt:	
1,771 44	Taxes accrued.....	\$36,187 14
989 25	Workmen's compensation.....	3,700 00
35,027 21	Liability for provident funds.....	1,237 25
97,793 54	Miscellaneous loans and bills payable.....	37,883 27
1,201 03	Miscellaneous accounts payable.....	73,458 13
1,850 00	Interest accrued on funded debt.....	481 65
8,078 36	Accrued rents payable.....	1,300 00
	Due for wages and salaries.....	9,800 47
\$163,615 94	Total unfunded debt.....	\$164,047 91
\$1,576 08	Reserve for Contingencies.....	\$1,978 06
.....	Suspense—Advanced Billings.....	\$778 85
\$261,811 04	Corporate Surplus.....	\$267,242 69
\$1,056,503 06	Total Liabilities and Capital.....	\$930,547 51

Bee Line, Inc.*Fixed Capital*

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance, June 30, 1934
Land devoted to bus operations.....			\$27,409 25
Structures	\$18,515 64	\$151 05	192,986 19
Equipment:			
Passenger buses		1,807 95	1,213,135 14
Service cars	320 00	763 43	11,880 07
Other service equipment.....			11,258 74
Shop and garage equipment.....	166 45		32,277 73
Furniture and office equipment.....	281 56	174 24	13,233 41
Total	<u>\$19,283 65</u>	<u>\$2,896 67</u>	<u>\$1,502,180 53</u>

Income Statement

	Amount for year	Increase or (D) decrease
Operating Revenues:		
Passenger revenue	\$1,071,501 00	D \$33,149 86
Chartered bus revenue.....	33,751 23	5,292 57
Miscellaneous transportation revenue....	8,212 60	D 9,322 95
Advertising	3,600 00	1,800 00
Rent of building.....		D 50 00
Rent of equipment.....	34,168 44	D 9,888 32
Total Operating Revenues.....	<u>\$1,151,233 27</u>	<u>D \$45,318 56</u>
Operating Expenses:		
Maintenance of plant and equipment—ex- pended	\$198,063 46	D \$11,190 96
Maintenance of plant and equipment—re- served	157,371 74	44,985 52
Garage operation and fuel.....	118,424 42	D 33,114 83
Operation of buses.....	309,667 28	D 8,496 83
Traffic promotion	5,494 34	D 6,432 03
Injuries to persons and property.....	14,298 51	10,812 05
Administrative and general expenses.....	144,424 78	D 24,387 68
Total Operating Expenses.....	<u>\$947,744 53</u>	<u>D \$27,824 76</u>
Taxes	141,389 87	36,821 01
Total Revenue Deductions.....	<u>\$1,089,134 40</u>	<u>\$8,996 25</u>
Operating Income	\$62,098 87	D \$54,314 81
Non-Operating Income	3,949 45	D 132 65
Gross Income	<u>\$66,048 32</u>	<u>D \$54,447 46</u>
Deductions from Gross Income:		
Rent of rolling stock.....		D \$123,820 33
Miscellaneous rent deductions.....	\$10,150 00	D 541 67
Interest on funded debt.....	32,578 15	10,461 70
Interest on unfunded debt.....	1,910 95	
Total Deductions from Gross Income.	<u>\$44,639 10</u>	<u>D \$113,900 30</u>
Net Corporate Income.....	<u>\$21,409 22</u>	<u>\$59,452 84</u>

Bee Line, Inc.*Operating Expenses***Maintenance of Plant and Equipment:**

Superintendence of plant and equipment.....	\$25,863 27
Repairs of buildings, fixtures and grounds.....	3,946 83
Repairs of passenger bus bodies.....	29,111 45
Repairs of passenger bus chassis and motors.....	97,003 17
Tires and tubes.....	34,901 69
Repairs of shop, garage and misc. trans. equipment.....	2,281 33
Repairs and operation of service equipment.....	2,744 84
Miscellaneous shop expenses.....	2,210 88
Depreciation of plant and equipment.....	157,371 74

Total	\$355,435 20
-------------	--------------

Garage Operation and Fuel:

Garage employees	\$19,886 05
Garage supplies and expenses.....	778 84
Fuel for revenue vehicles.....	84,497 89
Lubricants for revenue vehicles.....	13,261 64

Total	\$118,424 42
-------------	--------------

Operation of Buses:

Superintendence of transportation.....	\$40,036 73
Bus drivers and conductors.....	243,321 58
Station employees	483 43
Station expenses	5,201 57
Other transportation expenses.....	20,623 97

Total	\$309,667 28
-------------	--------------

Traffic Promotion:

Superintendence and solicitation.....	\$2,635 44
Advertising	2,858 90

Total	\$5,494 34
-------------	------------

Injuries to Persons and Property:

Claim department expenses.....	\$3,652 25
Medical expenses	74 02
Other injuries and damages.....	8,949 28
Other injuries and damages expenses.....	106 15
Salaries and expenses of attorneys.....	1,516 81

Total	\$14,298 51
-------------	-------------

Administrative and General Expenses:

Salaries and expenses of general officers.....	\$20,663 46
Salaries and expenses of general office clerks.....	13,239 66
General office supplies and expenses.....	4,055 64
General law expenses.....	8,224 46
General stationery and printing.....	572 75
Employees welfare expenses.....	918 01
Insurance	91,673 14
Franchise requirements	604 55
Miscellaneous general expenses.....	4,473 11

Total	\$144,424 78
-------------	--------------

Grand total—Operating Expenses.....	\$947,744 53
-------------------------------------	--------------

Bee Line, Inc.*Taxes*

	CLASS OF TAX	Amount accrued	Amount paid
Local:			
Land	}	\$3,053 77	\$3,053 77
Improvements on land.....			
Franchise tax on earnings.....		56,758 12	47,400 12
Emergency tax of 1½ per cent of gross earnings		5,792 68	1,383 18
Licenses and other.....		3,633 16	3,707 40
State:			
Motor vehicle licenses.....		4,067 11	4,067 11
Franchise tax on gross earnings.....		5,585 57	
Franchise tax on capital stock.....		305 59	305 59
Gasoline tax		38,423 69	38,423 69
Miscellaneous		382 89	382 89
Federal:			
Gasoline		18,085 33	18,085 33
Oil		1,063 66	5,298 76
Rubber		3,500 09	
Other		738 21	
Total		<u>\$141,389 87</u>	<u>\$122,107 84</u>

Rolling Stock.—Company reports as available for service at June 30, 1934, 112 Revenue Buses, seating capacity, 3,685, of which 29 are owned by Company and 83 are held under conditional sales agreement. The Company also has available 7 non-revenue cars.

Passenger Movement

	Year Ended June 30, 1934
Length of route (Queens and Nassau Counties) ¹	² 123.10
Average maximum number of buses operated during June, 1934	107
Revenue bus miles.....	4,367,788
Active	4,114,393
Idle	142,404
Special	110,991
Bus seat miles (active).....	128,782,656
Revenue bus hours.....	414,466
Active and idle.....	400,356
Special	14,110
Revenue passengers	15,290,331
Passenger receipts	<u>\$1,071,501 00</u>

¹ Franchise and non-franchise routes, some of which enter Brooklyn and Manhattan.

² Excludes 49.75 miles of duplicated route.

Bee Line, Inc.

Accidents to Persons.—Respondent reports 106 accidents to persons within the City and outside of the City, consisting of 14 serious injuries and 92 minor injuries. Of these accidents, 97 were to passengers, none to employees, and 9 to others.

Employees and Wages

CLASS OF EMPLOYEES	Compensation	
	Number at June 30, 1934	for year ended June 30, 1934
General:		
General officers	3	\$19,810 00
Managers, superintendents, etc.....	4	19,340 36
Claim department employees.....	2	3,250 83
Clerks and bookkeepers.....	12	13,239 66
Stenographers and typists.....		
Telephone operators		
Janitors and watchmen.....		
Storekeepers and store clerks.....	3	5,151 79
Transportation:		
Inspectors	18	29,120 00
Starters		
Operators	229	243,321 58
Traffic promotion	1	2,304 61
Shops and Garages:		
Car cleaners, car oilers and garage men.....	23	22,521 56
Carpenters and helpers.....	15	17,885 08
Mechanics, automobile	31	45,917 11
Other shop employees.....	1	2,042 43
Total	343	\$425,028 18

Officers.—President, Treasurer and General Manager, Harry B. Carter; Vice-President, Secretary, Comptroller and Assistant General Manager, Frederic F. Boehm; General Counsel, John Holley Clark, Jr.

Directors.—Harry B. Carter, Marjorie F. Carter, John N. Farrell.

Main Business Office.—Nassau St. & Long Island R. R., Rockville Centre, N. Y.

Report verified by Frederic F. Boehm, Vice-President, September 27, 1934.

BILOW BUS LINE, INC.

Incorporated October 18, 1932. [Operation of route from Twombly Place and Jamaica Avenue to Rockaway Boulevard was begun May 18, 1918.] Effective December 30, 1932, the Company obtained a Franchise Contract for one year from the City of New York for Route Q-9, Lincoln Avenue, Queens, 3.6 miles. A Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective April 26, 1933.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$91,158 55	Fixed Capital—Gross Investment.....	\$109,114 99
48,155 65	Less Accrued amortization of capital.....	61,329 96
<u>\$43,002 90</u>	Fixed capital—net investment.....	<u>\$47,785 03</u>
	Current Assets:	
\$17,331 48	Cash	\$24,337 71
2,641 69	Accounts receivable	5,161 59
119 98	Interest receivable	39 99
5,649 42	Materials and supplies.....	4,690 27
<u>\$25,742 57</u>	Total current assets.....	<u>\$34,229 56</u>
	Special Deposits:	
\$3,380 00	Deposited with City of New York.....	\$3,380 00
.....	Other special deposits.....	15 00
<u>\$3,380 00</u>	Total special deposits.....	<u>\$3,395 00</u>
\$830 55	Miscellaneous Temporary Debits—Prepayments...	\$2,824 44
<u>\$72,956 02</u>	Total Assets	<u>\$88,234 03</u>
	LIABILITIES AND CAPITAL	
\$20,000 00	Common Stock	\$20,000 00
.....	Funded Debt:	
.....	Equipment obligations	\$13,080 00
	Unfunded Debt:	
\$1,220 63	Taxes accrued	\$1,433 86
2,003 83	Miscellaneous accounts payable.....	3,583 04
525 00	Accrued rents payable.....	175 00
<u>\$3,749 46</u>	Total unfunded debt.....	<u>\$5,191 90</u>
	Reserves:	
\$28,000 00	Reserve for Contingencies.....	\$28,000 00
600 00	Insurance Premium Reserve.....	1,209 12
.....	Reserve for Expenses.....	4,050 00
.....	Contingent Reserve for Tax on Gross Income..	1,125 75
<u>\$28,600 00</u>	Total reserves	<u>\$34,384 87</u>
\$20,606 56	Corporate Surplus	\$15,577 26
<u>\$72,956 02</u>	Total Liabilities and Capital.....	<u>\$88,234 03</u>

Fixed Capital

TITLE OF ACCOUNT	Balance at June 30, 1934
Organization	\$2,194 65
Franchises	78 40
Buses	105,200 00
Shop and garage equipment.....	1,448 19
Furniture and office equipment.....	193 75
Total	<u>\$109,114 99</u>

Bilow Bus Line, Inc.*Income Statement*

		Year Ended June 30, 1934
Operating Revenues:		
Passenger revenue		\$147,095 75
Advertising		83 45
Total Operating Revenues.....		\$147,179 20
Operating Expenses:		
Maintenance of Plant and Equipment:		
Repairs of passenger bus bodies.....	\$537 05	
Repairs of passenger bus chassis and motors.	3,119 09	
Tires and tubes.....	1,541 05	
Depreciation of plant and equipment.....	13,557 25	\$18,754 44
Garage Operation and Fuel:		
Garage employees	\$5,258 75	
Garage supplies and expenses.....	671 82	
Fuel for revenue vehicles.....	8,474 30	
Lubricants for revenue vehicles.....	550 06	14,954 93
Operation of Buses:		
Superintendence of transportation.....	\$2,295 00	
Bus operators	29,715 84	
Other transportation expenses.....	482 11	32,492 95
Traffic Promotion:		
Advertising		1,041 00
Injuries to Persons and Property:		
Injuries and damages.....	\$181 00	
Law expenses in connection with damages...	1,341 67	1,522 67
Administrative and General Expenses:		
Salaries and expenses of general officers....	\$21,208 31	
Salaries and expenses of general office clerks	2,768 36	
General office supplies and expenses.....	201 01	
General law expenses	1,080 85	
General stationery and printing.....	14 35	
General amortization	1,033 71	
Insurance	13,165 03	
Miscellaneous general expenses.....	716 53	40,188 15
Total Operating Expenses.....		\$108,954 14
Taxes:		
Local—Franchise tax on earnings.....	\$14,727 16	
Emergency tax of 1½ per cent.....	1,881 91	
Licenses and other.....	35 00	
State—Motor vehicle licenses.....	767 09	
Franchise tax on gross earnings.....	504 73	
Gasoline tax	13,041 36	
Federal—Income tax	700 00	
Gasoline tax	11,454 74	
Other	174 36	23,286 35
Total Revenue Deductions.....		\$132,240 49

¹ Distribution of tax on gasoline between State and Federal estimated by Division of Statistics and Accounts of this Commission.

Bilow Bus Line, Inc.*Income Statement—Concluded*

Operating Income	\$14,938 71
Non-Operating Income	196 63
Gross Income	<u>\$15,135 34</u>
Deductions from Gross Income:	
Rent for garage, office, etc.....	\$6,099 96
Payment under agreement with Brooklyn & Queens Transit..	924 81
Interest on Equipment Notes.....	487 14
Interest on Federal Income Tax.....	10 30
Total Deductions from Gross Income.....	<u>\$7,522 21</u>
Net Corporate Income.....	<u><u>\$7,613 13</u></u>

Rolling Stock.—Company reports as available for service at June 30, 1934, 14 Revenue Buses, seating capacity, 383, all owned by Company.

Passenger Movement

	Year Ended June 30, 1934
Length of route (Q-9).....	3.6
Average maximum number of buses per day.....	13
Regular bus trips (round).....	68,395
Passenger bus miles.....	500,974
Active	492,448
Idle	8,526
Bus seat miles—active.....	12,042,706
Revenue bus hours.....	58,466
Revenue passengers (at 5 cents).....	2,941,943
Passenger receipts	<u><u>\$147,095 75</u></u>

Accidents to Persons.—Respondent reports 5 serious and 14 minor injuries, total, 19, of which 3 were to passengers, none to employees, and 16 to others.

Employees and Wages

CLASS OF EMPLOYEES	Number at June 30, 1934	Compensation for year ended June 30, 1934
General:		
General officers	3	\$21,208 31
Clerks and bookkeepers.....	1	2,768 36
Transportation:		
Starters	1	2,295 00
Operators	24	29,715 84
Shops and Garages:		
Garage men	4	5,258 75
Total	<u>33</u>	<u><u>\$61,246 26</u></u>

Officers.—President, Ludwig Bilow; Vice-President and Treasurer, Matilda Bilow; Secretary and General Counsel, James E. Doherty; Auditors, Charles Hecht & Co.; General Manager, Ludwig Bilow, Jr.

Directors.—Ludwig Bilow, Matilda Bilow, Mildred J. Reisert, James E. Doherty, James E. Doherty, Jr.

Main Business Office.—109-46 Van Wyck Boulevard, Richmond Hill, N. Y.
Report verified by Ludwig Bilow, President, October 9, 1934.

BRIARWOOD BUS COMPANY, INC.

Incorporated October 21, 1932. [Operation was begun in May, 1929.] Effective March 6, 1933, the Company obtained a Franchise Contract for one year from the City of New York for Route Q-30, Briarwood Road, in Queens, 2.1 miles. A Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective April 26, 1933.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$5,628 08	Fixed Capital—Gross Investment.....	¹ \$9,629 36
1,192 37	<i>Less</i> Accrued amortization of capital.....	4,233 36
<u>\$4,435 71</u>	Fixed capital—net investment.....	<u>\$5,396 00</u>
	Current Assets:	
\$3,000 00	Cash	\$160 52
981 39	Accounts receivable.....	2,708 71
.....	Materials and supplies.....	50 00
<u>\$3,981 39</u>	Total current assets.....	<u>\$2,919 23</u>
	Special Deposits:	
\$3,000 00	Deposited with City of New York.....	\$3,000 00
.....	Reserve Funds (Insurance).....	\$3,000 00
.....	Miscellaneous Temporary Debits—Prepayments....	\$386 04
<u>\$11,417 10</u>	Total Assets.....	<u>\$14,701 27</u>
	LIABILITIES AND CAPITAL	
\$10,500 00	Capital Stock	\$10,500 00
	Unfunded Debt:	
\$265 00	Taxes accrued.....	\$591 14
821 15	Miscellaneous accounts payable.....	1,571 05
.....	Interest accrued on unpaid taxes.....	24 52
<u>\$1,086 15</u>	Total unfunded debt.....	<u>\$2,186 71</u>
.....	Reserve for Accidents and Damages.....	\$262 06
.....	Suspense	\$200 00
D \$169 05	Corporate Surplus or (D) Deficit.....	\$1,552 50
<u>\$11,417 10</u>	Total Liabilities and Capital.....	<u>\$14,701 27</u>

¹ Organization, \$828.08; Passenger buses, \$8,801.28; total, \$9,629.36.

Briarwood Bus Company, Inc.*Income Statement*

		Year Ended June 30, 1934
Operating Revenues:		
Passenger revenue		\$31,450 06
Chartered bus revenue.....		4 00
Rent of equipment.....		434 35
Total Operating Revenues.....		<u>\$31,888 41</u>
Operating Expenses:		
Maintenance of Plant and Equipment:		
Superintendence of plant and equipment....	\$381 67	
Repairs of passenger bus bodies.....	278 61	
Repairs of passenger bus chassis and motors	1,053 64	
Tires and tubes.....	561 73	
Depreciation of plant and equipment.....	3,080 60	\$5,356 25
Garage Operation and Fuel:		
Garage employees	\$827 37	
Garage supplies and expenses.....	29 95	
Fuel for revenue vehicles.....	2,108 26	
Lubricants for revenue vehicles.....	142 34	3,107 92
Operation of Buses:		
Superintendence of transportation.....	\$442 92	
Bus operators	7,502 65	
Road expense	28 30	7,973 87
Injuries to Persons and Property:		
Carried to reserve.....	\$262 06	
Claim department expenses.....	26 30	288 36
Administrative and General Expenses:		
Salaries and expenses of general officers....	\$1,365 36	
Salaries and expenses of general office clerks..	394 67	
General office supplies and expenses.....	97 40	
General law expenses.....	251 00	
General amortization	551 84	
Insurance	1,985 37	
Undistributed adjustments	Cr 6 57	
Miscellaneous general expenses.....	21 83	4,660 90
Total Operating Expenses.....		<u>\$21,387 30</u>
Taxes:		
Local—Franchise tax on earnings.....	\$3,145 02	
Emergency tax of 1½ per cent on gross earnings	245 39	
State—Motor vehicle licenses.....	67 15	
Franchise tax on gross earnings.....	157 27	
Franchise tax on capital stock.....	10 66	
Gasoline tax	744 04	
Sales tax	3 38	
Federal—Income tax	26 00	
Gasoline tax	307 78	
Capital stock tax.....	10 00	
Other	4 40	4,721 09
Total Revenue Deductions.....		<u>\$26,108 39</u>
Gross Income		\$5,780 02
Deductions from Gross Income:		
Rent of passenger buses.....	\$1,390 40	
Interest on unpaid taxes.....	24 52	1,414 92
Net Corporate Income.....		<u><u>\$4,365 10</u></u>

Briarwood Bus Company, Inc.

Rolling Stock.—Company reports as available for service at June 30, 1934,
3 Revenue Buses, seating capacity 60, all owned by Company.

Passenger Movement

	Year Ended June 30, 1934
Length of route (Queens)	2.10
Average maximum number of buses per day	3
Regular bus trips (round)	27,597
Revenue bus miles	131,948
Active	117,127
Idle	14,813
Chartered	8
Bus seat miles—active	2,352,390
Passenger bus hours	14,555
Revenue passenger (at 5 cents)	629,002
Passenger receipts	\$31,450 06

Accidents to Persons.—Company reports 5 minor injuries, of which 4 were to passengers, none to employees and 1 to others.

Employees and Wages.—Respondent has no employees of its own, but New York & Queens Transit Corp. employees are used to carry on operations, and respondent is billed monthly for services rendered.

Officers.—President and General Manager, E. A. Roberts; Vice-President and Chief Engineer, I. W. Fisk; Secretary, M. P. Gross; Treasurer, H. E. Salzberg; Comptroller, T. A. Crausway; General Counsel, H. J. Cloutman; Claim Agent, A. Deans.

Directors.—E. A. Roberts, I. W. Fisk, H. E. Salzberg, H. J. Cloutman, M. P. Gross.

Main Business Office.—51-00 Northern Boulevard, Woodside, N. Y.

Report verified by Edward A. Roberts, President, September 28, 1934.

BROOKLYN BUS CORPORATION

Incorporated November 4, 1925 as the Coney Island & Gravesend Bus Corporation (name changed April 23, 1929). Operation was begun December 15, 1929. A Certificate of Public Convenience and Necessity was granted by the Transit Commission June 21, 1931, dated June 4, 1931.

Stock control is held by the Brooklyn & Queens Transit Corporation which owns all the capital stock.

Important Changes during Year.—Operation of Route B-21 (Glenwood Road-Avenue J) between Kings Highway and Utica Avenue and 61st Street and 21st Avenue, a distance of 3.9 miles, was begun on September 1, 1933, a Certificate of Public Convenience and Necessity for its operation being granted by the Transit Commission by Order dated August 28, 1933. Under the same Order, an amended Certificate for Route B-10 (Avenue D-Foster Avenue) was granted.

There was paid during the year, \$220,000 of the Notes due the Twin Coach Company, and \$100,000 due the Mack-International Motor Truck Corp. on open account.

Details of the changes in Miscellaneous Investments are as follows:

	Par value	Cost
Purchased from Brooklyn & Queens Transit Corp.:		
South Brooklyn Ry. Co. Certificates of Indebtedness	\$199,846 64	\$199,846 64
Disposed of:		
Funded Debt of Associated Companies:		
Brooklyn, Bath & West End Gen. Mtge. 5's matured	1,000 00	960 00
Brooklyn City Equipment Trust Ctfs. 5's matured	3,000 00	2,917 50
Net Increase	<u>\$195,846 64</u>	<u>\$195,969 14</u>

Dividends of \$2 per share on 40,000 shares of Common Stock, amounting to \$80,000, were declared during the year, of which \$40,000 was payable December 30, 1933, and \$40,000 on June 30, 1934.

J. B. Brophy, Jr., was appointed Assistant Secretary, May 21, 1934.

Brooklyn Bus Corporation

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$2,719,712 00	Fixed Capital—Gross Investment.....	\$2,728,673 54
882,451 73	Less Accrued amortization of capital.....	1,321,449 82
\$1,837,260 27	Fixed capital—net investment.....	\$1,407,223 72
\$275,311 71	Miscellaneous Investments	\$471,289 85
\$164,663 29	Current Assets:	
47,589 44	Cash	\$104,732 74
5,467 15	Accounts receivable	30,327 61
76,283 72	Interest receivable	4,545 90
	Materials and supplies.....	93,434 56
\$294,003 60	Total current assets.....	\$233,040 81
\$10,478 70	Miscellaneous Temporary Debits:	
4,185 66	Temporary advances to associated companies..	\$8,467 13
387,795 90	Prepayments	5,745 70
	Suspense	397,782 85
\$402,460 26	Total deferred debit items.....	\$411,995 68
\$2,809,035 84	Total Assets	\$2,523,541 06
LIABILITIES AND CAPITAL		
\$1,000,000 00	Common Stock	\$1,000,000 00
\$696,666 67	Bus Purchase Notes.....	476,666 67
\$85,326 99	Unfunded Debt:	
623 85	Taxes accrued	\$185,457 42
350,000 00	Amounts due associated companies.....	12,835 32
119,437 85	Amount due Mack Inter. Motor Truck Corp....	250,000 00
14,513 88	Miscellaneous accounts payable.....	103,468 69
40,000 00	Interest accrued on Bus Purchase Notes.....	9,930 55
21,836 69	Dividends declared	23,539 19
880 06	Due for wages and salaries.....	888 00
\$632,619 32	Other unfunded debt.....	
	Total unfunded debt.....	\$586,119 17
\$205,928 60	Reserves.	
296 80	Injuries and damages reserve.....	\$329,338 98
\$206,225 40	Other reserves	10,631 84
\$17,102 80	Total reserves	\$339,970 82
\$256,421 65	Suspense	\$3,717 25
\$2,809,035 84	Corporate Surplus	\$117,067 15
	Total Liabilities and Capital.....	\$2,523,541 06

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance June 30, 1934
Intangible:			
Organization			\$44,236 33
Franchises			142,353 73
Structures:			
Shop and garage buildings.....	\$382 00		27,866 02
Equipment:			
Passenger buses.....	7,580 37	¹ \$3,870 00	2,470,377.99
Other service equipment.....	3,646 50		4,192 49
Shop and garage equipment.....	1,257 67	35 00	39,646 98
Total	\$12,866 54	\$3,905 00	\$2,728,673 54

¹ To decapitalize value of 1 bus engine, \$640, and 50 Bosch magnetos, part of original equipment of 50 Mack buses, \$3,230.

Brooklyn Bus Corporation

Details of Expenditures

Purchase of tools, machinery, furniture, etc., required at 39th St. Bus Repair Shop.....	\$1,639 67
Purchase and installation of 241 side destination and route number signs and 225 curtain shields.....	259 82
Installation of bell ringing devices on transfer registers of 253 Coin Passors.....	695 75
Purchase of 2 Snow Plows equipped with spreaders.....	3,005 46
Purchase of 2 snow plow blades for installation on tractors...	641 04
Preparing for service 35 new buses.....	5,425 00
Purchase of spare seat parts.....	1,199 80
Total	\$12,866 54

Miscellaneous Investments at June 30, 1934

NAME OF ISSUING COMPANY AND SECURITY	Par value	Cost	Income accrued during year
South Brooklyn Ry. Co. Certificate of Indebtedness	\$199,846 64	\$199,846 64	\$4,127 43
Bond & Mtge.—Wilmax Oper. Corp....	145,000 00	145,000 00	7,975 00
City of New York Corp. Stock, 3½%, 4¼% ¹	20,000 00	17,787 50	775 00
City of New York Corp. Stock, 3½% ²	108,000 00	101,585 46	3,780 00
U. S. Govt. Liberty Bonds, 3½% ¹	7,000 00	7,061 25	245 00
Total	\$479,846 64	\$471,280 85	\$16,902 43

Other Suspense

Expenses of preparing property in Ave. N for storing buses....	\$108,372 05
Expenses of preparing 39th St. Shop for use as shop.....	204,736 03
Preliminary expense in connection with bus storage at East New York	8,390 91
Expense of preparing property for maintenance and storage of buses at East New York.....	51,602 05
Deductions under Sec. 12 of Franchise Contract, June 4, 1931..	18,265 45
Renewal of bus batteries.....	6,416 36
Total	\$397,782 85

Reserves

TITLE OF RESERVE	Balance at June 30, 1933	Credits	Debits	Balance at June 30, 1934
Accrued Amortization of Capital:				
Reserve for Depreciation of Rolling Stock.....	\$760,973 88	\$453,241 93	\$31,726 87	\$1,182,488 94
Reserve for Amortization of Other Capital and Contingencies....	113,049 37	73,233 77	186,283 14	.....
Reserve for Amortization of Tangible Capital, other than Buses..	8,428 48	6,912 19	.....	15,340 67
Reserve for Amortization of Other Capital—Intangible Capital...	.....	56,754 49	.....	56,754 49
Reserve for Amortization of Other Capital—Amortization of Leaseholds.....	.....	66,865 72	.....	66,865 72
Total.....	\$882,451 73	\$657,008 10	\$218,010 01	\$1,321,449 82

¹ Deposited with State Industrial Commission.² Deposited with City of New York under the franchise.³ Includes \$28,233.77, transfer from Reserve for Depreciation of Rolling Stock to Reserve for Amortization of Other Capital and Contingencies.⁴ Consists of amounts transferred to other reserves, as follows: Reserve for Legal Expenses, \$40,000; Reserve for Contingent Tax Liabilities, \$38,412.93; Reserve for Amortization of Other Capital—Intangible Capital, \$52,089.73; Reserve for Amortization of Other Capital—Amortization of Leaseholds, \$55,780.48.⁵ Includes amount transferred from Reserve for Amortization of Other Capital and Contingencies; ⁶ \$52,089.73; ⁷ \$55,780.48.

Brooklyn Bus Corporation

Income Statement

	Amount for year	Increase or (D) decrease
Operating Revenues:		
Passenger revenue	\$3,241,675 54	\$204,215 36
Advertising	4,256 93	D 9,836 23
Rental of buses	159,630 92	10,618 26
Miscellaneous	711 72	209 72
Total Operating Expenses.....	\$3,406,275 11	\$205,207 11
Operating Expenses:		
Maintenance of plant and equipment— expended	\$505,575 36	\$68,745 38
Maintenance of plant and equipment— reserved	460,087 82	28,406 16
Garage operation and fuel.....	504,671 53	81,586 84
Operation of buses.....	830,036 02	37,845 94
Traffic promotion	142 33	D 79 81
Injuries to persons and property.....	185,391 06	D 24,914 50
Administrative and general expenses.....	128,389 82	D 10,737 44
Total Operating Expenses.....	\$2,614,293 94	\$180,852 57
Taxes	389,308 93	23,790 03
Total Revenue Deductions.....	\$3,003,602 87	\$204,642 60
Operating Income	\$402,672 24	\$564 51
Non-Operating Income	17,662 60	8,462 47
Gross Income	\$420,334 84	\$9,026 98
Deductions from Gross Income:		
Rent of buses.....	\$14,872 74	D \$8,120 60
Joint facility rents.....	496 54	D 68 30
Miscellaneous rent deductions.....	84,753 25	1,776 42
Interest on Bus Purchase Notes.....	28,875 01	D 11,000 01
Interest on Mack Inter. Motor Truck Corp. Notes	16,250 00	D 5,000 00
Other interest deductions.....	1 75	D 7 67
Amortization of leaseholds ¹	11,085 24	11,085 24
Other deductions ²	150,000 00	150,000 00
Total Deductions from Gross Income..	\$306,334 53	\$138,665 08
Net Corporate Income.....	\$114,000 31	D \$129,638 10

¹ Prior to April 1, 1934, included in charge for "general amortization".² Represents payment to Brooklyn & Queens Transit Corp. under agreement dated December 29, 1933, as compensation on account of diversion of traffic to the Brooklyn Bus Corp., applicable to the fiscal year ended June 30, 1934. See *Corporate Surplus* below.

Brooklyn Bus Corporation*Corporate Surplus*

Credit balance at beginning of year.....	\$256,421 65
Net corporate income for year.....	114,000 31
Adjustment of expenses applicable to 1932, 1933.....	2,535 00
Adjustment of taxes applicable to 1933.....	1,460 40
Miscellaneous	317 78

Total credits	\$374,735 14
Deductions:	
Dividends declared—\$2 per share on 40,000 shares	\$80,000 00
Appropriation to Reserve for Damages.....	100,000 00
Appropriation to Reserve for Doubtful Accounts	250 00
Adjustment of rental of tires for six months ended June 30, 1933.....	2,400 00
Compensation for diversion of traffic paid to Brooklyn & Queens Transit Corp. for six months ended June 30, 1933, per Agreement.	75,000 00
Miscellaneous	17 99
	257,667 99
Credit balance, June 30, 1934.....	\$117,067 15

Operating Expenses

Maintenance of Plant and Equipment:	
Superintendence of plant and equipment.....	\$31,987 13
Repairs of buildings, fixtures and grounds.....	7,438 34
Repairs of passenger bus bodies.....	52,380 30
Repairs of passenger bus chassis and motors.....	243,639 10
Tires and tubes.....	90,584 30
Repairs of shop, garage and misc. transp. equipment.....	6,349 75
Repairs and operation of service equipment.....	15,165 07
Miscellaneous shop expenses.....	58,031 37
Depreciation of plant and equipment.....	460,087 82
Total	\$965,663 18
Garage Operation and Fuel:	
Garage employees	\$158,949 37
Garage supplies and expenses.....	28,554 06
Fuel for revenue vehicles.....	277,912 65
Lubricants for revenue vehicles.....	39,255 45
Total	\$504,671 53

Brooklyn Bus Corporation*Operating Expenses—Concluded*

Operation of Buses:

Superintendence of transportation.....	\$114,040 64
Bus operators	694,560 10
Station expenses	211 54
Road expense	13,033 21
Other transportation employees.....	4,311 93
Other transportation expenses.....	3,878 60
Total	<u>\$830,036 02</u>

Traffic Promotion:

Superintendence and solicitation.....	\$3 50
Advertising	138 83
Total	<u>\$142 33</u>

Injuries to Persons and Property:

Injuries and damages:	
Claim department expenses.....	\$8,470 86
Medical expenses	4,317 80
Claims for injuries to employees.....	22,782 90
Other injuries and damages.....	118,650 54
Law expenses in connection with damages:	
Salaries and expenses of attorneys.....	16,376 66
Court costs and expenses.....	14,738 37
Law printing	53 93
Total	<u>\$185,391 06</u>

Administrative and General Expenses:

Salaries and expenses of general officers.....	\$14,694 76
Salaries and expenses of general office clerks.....	23,303 22
General office supplies and expenses.....	10,263 74
General law expenses.....	6,622 77
General stationery and printing.....	1,958 51
Employees welfare expenses.....	1,070 11
General amortization	49,664 76
Insurance	4,202 02
Storeroom labor and expenses.....	10,452 12
Undistributed adjustments	Cr 2,789 91
Miscellaneous general expenses.....	8,947 72
Total	<u>\$128,389 82</u>

Grand total—Operating Expenses.....	<u><u>\$2,614,293 94</u></u>
-------------------------------------	------------------------------

Brooklyn Bus Corporation

		<i>Taxes</i>	
	CLASS OF TAX	Amount accrued	Amount paid
Local:			
	Real estate	\$2,422 89	\$2,422 89
	Corporate real property.....	12,643 57	12,643 57
	Gross earnings ¹	162,368 64	104,729 60
State:			
	Motor vehicle license.....	2,853 60	2,925 20
	Franchise tax on gross earnings.....	17,119 70	16,072 52
	Franchise tax on capital stock.....	2,000 00	2,000 00
	Gasoline tax	122,261 63	122,261 63
Federal:			
	Income tax		13,517 77
	Gasoline tax and manufacturer's excise.....	66,638 90	66,638 90
	Capital stock	1,000 00	1,256 00
Total		\$389,308 93	\$344,468 08

Rolling Stock.—Company reports as available for service at June 30, 1934, 256 Revenue Buses, of which 79 are held under complete title, 50 under terms of conditional sales agreement, 120 subject to chattel mortgage securing Bus Purchase Notes for 100 buses, and 7 leased from Brooklyn & Queens Transit Corp. The seating capacity of these 256 buses is 9,293. In addition, 4 buses are leased to Avenue B & East Broadway Transit Co., Inc., of which 2 are owned and 2 leased from Brooklyn & Queens Transit.

The Company also owns 2 salt and sand spreaders.

Description of Road

NUMBER AND NAME OF ROUTE	TERMINI BETWEEN WHICH ROAD NAMED EXTENDS		Miles of road ²
	From	To	
B- 1 Sheepshead Bay: Manhattan Bay	Oxford St. & Oriental Blvd...	Sheepshead Bay Rd. & E. 13th St., Brooklyn	1.99
Plum Beach	Emmons Ave. & Coyle St.	Ocean Parkway & Ave. Z.	2.02
B- 2 Rookaway Ferry	Ave. U & Flatbush Ave.	Rookaway Ferry	2.87
B- 3 Avenue U	Ave. U & Flatbush Ave.	86th St. & 25th Ave.	3.93
Gerritsen Beach	Foot of Gerritsen Ave.	Ave. T & E. 16th St.	2.66
B- 4 75th St.—Stillwell Ave.	77th St. & Narrows Ave.	86th St. & 25th Ave.	4.08
B- 5 Kings Highway	Bay Parkway & Cropsey Ave.	Kings Highway & Ryder St.	4.05
B- 6 Bay Parkway — Ave. M.	Bay Parkway & Cropsey Ave.	Ave. M & Dorman Sq.	3.00
B- 7 Kings Highway — Brownsville ..	Saratoga & E. N. Y. Aves.	Kings Highway & Ryder St.	3.80
B- 8 18th Ave.—Foster Ave.	Cropsey Ave. at 14th Ave.	Newkirk & Nostrand Aves.	5.25
B- 9 Staten Island Ferry, 3d Ave.—60th St. Line	Shore Rd. & 71st St.	60th St. & Gravesend Ave.	4.34
B-10 Ave. D — Foster Ave.	Ralph Ave. & Canarsie Lane.	E. 15th St. & Newkirk Ave.	2.97
B-11 49th St.—53d St.	52d St. at First Ave.	18th Ave. & E. 2d St.	3.20
B-12 East New York Ave.	E. N. Y. Ave. at Atlantic Ave.	Ocean & Parkside Ave.	3.92
B-13 Crescent St.	Crescent St. at Jamaica Ave.	Spring Creek Basin.	2.23
B-14 Pitkin Ave. — Brownsville	Pitkin Ave. at Linwood St.	Eastern Pk'way at Schenectady Ave.	3.09
B-15 Manhattan Bridge	Flatbush Ave. Ext. at Fulton St.	Canal St. at Baxter St.	2.36
B-16 Ft. Hamilton Parkway	86th St. at Narrows Ave.	Woodruff & Ocean Aves.	5.54
B-17 Remsen Ave.	Remsen Ave. at Seaview Ave.	Eastern Pk'way at Schenectady Ave.	3.61
B-18 Myrtle — Wycoff Aves.	Metropolitan & Graham Aves.	Fresh Pond Rd. & Cornelia St.	3.69
B-19 Fresh Pond Road	Fresh Pond Rd. at Cornelia St.	Jamaica Ave. & Crescent St.	2.38
B-20 Decatur St.	Fresh Pond Rd. at Cornelia St.	Broadway & Decatur St.	2.14
B-21 Glenwood Rd.—Ave. J.	Utica Ave. & Kings Highway.	61st St. & 21st Ave.	3.90

¹ Exclusive of Emergency tax of 1½ per cent on gross income, charged to Suspense, \$18,265.45.

² Total road operated, exclusive of duplications, is 72.99 miles.

Brooklyn Bus Corporation
Traffic Statistics—Summary by Months

MONTH	REVENUE PASSENGERS				Passenger hours (active and idle)	Bus-seat miles (active)	Bus trips (single)	PASSENGER BUS MILES		Non-revenue bus miles
	Regular passenger earnings	Number each month ¹	Greatest number in one day ²	Transfers collected ³				Active	Idle	
July, 1933.....	\$245,568.03	5,065,256	183,815	256,492	95,610	29,495,537	255,403	799,502	30,681	830,183
August.....	238,587.41	4,924,244	176,256	254,161	94,210	29,203,149	252,827	790,071	30,220	820,291
September.....	248,400.34	5,130,922	186,169	271,525	91,197	28,264,558	242,517	766,399	28,621	795,020
October.....	262,095.52	5,420,112	187,466	297,003	95,827	28,856,384	253,003	787,770	30,483	818,253
November.....	257,110.25	5,317,818	182,457	292,688	92,507	28,312,061	251,617	764,184	26,147	790,331
December.....	277,891.47	5,741,505	212,403	306,126	93,987	28,970,141	258,548	786,226	27,281	813,507
January, 1934.....	277,717.04	5,741,696	196,354	312,258	94,793	29,505,746	265,171	800,687	29,351	830,038
February.....	272,423.38	5,625,351	214,894	294,806	86,265	26,094,653	236,976	709,295	26,354	735,649
March.....	298,689.98	6,172,220	210,110	330,700	96,792	30,504,014	274,072	827,739	30,352	858,091
April.....	280,772.41	5,806,240	201,355	316,319	93,740	29,953,212	266,470	812,202	28,759	840,961
May.....	292,823.23	6,036,022	202,863	333,595	98,812	31,688,201	280,316	858,404	29,131	887,535
June.....	289,596.48	5,988,548	211,993	327,697	96,753	31,448,487	276,803	846,929	27,915	874,844
Total.....	\$3,241,675.54	66,989,534	3,593,370	3,593,370	1,130,493	352,296,143	3,113,723	9,549,408	345,295	9,894,703

Operating Ratios

RATIOS	OPERATING REVENUES			MAINTENANCE OF PLANT AND EQUIPMENT			OPERATING EXPENSES					Income from operation		
	Pas-senger	Other		Total	Expended	Reserved	Garage operation and fuel	Operation of buses	Traffic promotion	Injuries to persons and property	Adminis-trative and general		Total	Taxes
Per revenue bus mile (cents)...	32.83	1.67	34.50	4.66	5.12	\$0.41	5.11	8.41	0.00	1.88	1.30	26.48	3.94	4.08
Per revenue bus hour.....	\$2.87	\$0.14	\$3.01	\$0.45	\$0.41	\$0.45	\$0.45	\$0.73	\$0.00	\$0.16	\$0.11	\$2.31	\$0.34	\$0.36
Per cent of operating revenues	95.17	4.83	100.00	14.84	13.51	14.81	24.37	0.01	5.44	3.77	76.75	11.43	11.82	

¹ Includes 3,593,370 second-fare passengers paying an additional two cents for a transfer.

² The maximum number of passengers per day as reported by respondent includes as second-fare passengers those paying an additional 2 cents for a transfer.

³ Represents two-cent transfers which are issued for use between certain of the Company's own bus lines, and between Company's bus lines and certain car lines of the Brooklyn & Queens Transit Corp.

Brooklyn Bus Corporation
Passenger Movement by Routes

Route No.	Designation of Route	Length of route (miles)	Average maximum number of buses operated per day	Bus trips (single)	Passenger bus miles (active)	Bus-seat miles (active)	Passenger bus hours	Revenue passengers (at 5 cents)	Number of 2-cent transfers ¹	PASSENGER RECEIPTS	
										Amount	Per bus mile (cents)
B-1	Sheephead Bay	4.01	10	246,476	475,020	15,995,469	54,809	2,525,138	17,037	\$126,597 66	26.65
B-2	Flatbush Avenue	2.87	8	61,370	167,298	5,375,789	14,277	559,802	.....	27,990 09	16.74
B-3	Avenue "U"	6.59	16	277,542	781,906	31,257,538	84,097	5,045,118	171,488	255,685 61	32.70
B-4	75th St.—Stillwell Ave..	4.08	9	132,233	465,142	12,568,770	48,568	2,447,918	154,364	125,483 13	26.98
B-5	Kings Highway	4.05	18	212,031	767,259	30,690,005	108,122	6,771,281	687,095	352,304 25	43.92
B-6	Bay Parkway	3.00	7	103,118	287,161	7,765,043	40,424	1,737,612	81,237	88,505 32	30.82
B-7	Kings Highway, Brownsville	3.80	11	158,198	545,424	21,970,172	60,563	3,676,782	219,334	188,225 82	34.51
B-8	18th Ave., Foster Ave..	5.25	15	146,769	681,201	29,291,643	86,976	4,245,421	393,677	220,144 65	32.32
B-9	60th Street, Staten Island Ferry	4.34	10	128,676	468,351	17,615,904	50,206	2,708,091	327,964	141,963 83	30.31
B-10	Avenue "D", Foster Ave.	2.97	9	163,556	432,034	17,154,917	49,653	2,276,571	77,537	115,379 64	26.71
B-11	49th Street, 53d Street...	3.20	7	106,122	322,648	13,635,325	37,849	2,189,330	258,027	114,577 03	35.51
B-12	East New York Avenue..	3.92	11	157,508	581,024	23,240,960	60,525	4,414,355	192,953	224,576 83	38.65
B-13	Crescent Street	2.23	4	78,570	165,914	4,479,678	19,095	661,226	36,284	33,786 98	20.36
B-14	Pittkin Avenue	3.09	19	279,836	752,311	30,092,440	120,740	9,305,843	386,294	473,017 96	62.88
B-15	Manhattan Bridge	2.26	9	189,402	430,003	13,467,924	49,434	2,764,389	.....	138,219 49	32.74
B-16	Fort Hamilton Parkway.	5.54	14	150,335	705,262	30,289,192	81,494	4,796,464	339,697	246,617 08	34.97
B-17	Remsen Avenue	3.61	9	146,205	431,960	16,459,662	44,379	2,260,453	24,460	113,511 84	26.28
B-18	Myrtle, Wyckoff Avenues	3.69	8	103,958	364,791	9,849,357	40,426	1,644,272	7,499	82,363 58	22.58
B-19	Fresh Pond Road	2.38	5	99,910	229,417	6,194,259	24,693	1,024,741	86,717	52,971 38	23.09
B-20	Decatur Street	2.14	3	83,346	172,960	4,675,320	20,324	757,500	72,784	39,330 67	22.74
B-21	Glenwood Rd., Ave. "J" ²	3.90	6	88,562	322,322	10,226,776	33,839	1,584,857	58,992	80,422 70	24.95
Total				3,113,723	9,549,408	352,296,143	1,130,493	63,396,164	3,593,370	\$3,241,675 54	33.95

¹ See note 3 on preceding page.² Operation was begun September 1, 1933.

Brooklyn Bus Corporation*Accidents to Persons*

Company reports 10 fatalities, 52 serious injuries, 1,033 minor injuries; total, 1,095, of which 668 were to passengers, 182 to employees, and 245 to others.

Actions for Damages

ITEM	In Municipal Courts	In City and County Courts	In Supreme Court	Total
Pending at beginning of year.....	584	178	154	916
Brought during the year.....	491	89	167	747
Total.....	1,075	267	321	1,663
Disposed of:				
Settled before trial by payment to claimant.....	125	23	52	200
Judgment rendered.....	64	.....	6	70
Case dismissed.....	4	.....	.....	4
Otherwise disposed of.....	132	4	6	142
Total.....	325	27	64	416
Pending at close of year.....	750	240	257	1,247

Settlements

FISCAL YEAR IN WHICH ACCIDENT OCCURRED	CLAIMS SETTLED (RELEASE BEFORE SUIT)		SUITS COMPROMISED		JUDGMENTS PAID		TOTAL SETTLEMENTS	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount
1934.....	625	\$30,041 51	89	\$16,402 00	1	\$28 00	715	\$46,471 51
1933.....	71	12,829 12	51	10,159 47	11	2,477 50	133	25,466 09
1932.....	4	1,357 26	53	24,662 00	52	7,116 45	109	33,135 71
1931.....	.....	.....	7	7,975 00	2	380 50	9	8,355 50
Total.....	700	\$44,227 89	200	\$59,198 47	66	\$10,002 45	966	\$113,428 81

*Employees and Wages*¹

OCCUPATION	Average number of employees	Compensation for 52 weeks ending June 30, 1934
Operating Department:		
Superintendents and clerks.....	7	\$22,597 00
Bus operators.....	540	713,334 05
Garage employees, etc.....	.....	52,873 21
Secret service men.....	3	5,164 27
Other transportation expense.....	.....	13,288 38
Mechanical Department:		
Auto repairs.....	142	210,713 52
Maintenance.....	30	56,310 56
General Expenses:		
Storeroom clerk and assistants.....	7	10,186 89
Relief department and pensions.....	1	450 00
Total.....	1 730	1 \$1,084,917 88

Officers.—President, W. S. Menden; Vice-President and General Counsel, G. D. Yeomans; Vice-Presidents, W. T. Rossell and G. W. Jones; Secretary and Treasurer, F. C. Marston; Assistant Secretaries and Assistant Treasurers, F. S. Richards and F. B. Stewart; Assistant Secretary, J. B. Brophy, Jr.; Comptroller, James Addison; Purchasing Agent, W. H. Gibson; Real Estate Agent, J. H. Bennington.

Directors.—G. M. Dahl, W. S. Menden, M. C. Brush, W. N. Dykman, Charles Hayden, E. P. Maynard, H. H. Porter, A. H. Wiggan, Frederick Strauss.

Main Business Office.—385 Flatbush Avenue Extension, Brooklyn, N. Y.

Report verified by W. S. Menden, President, September 28, 1934.

¹ Exclusive of General Officers and Department Heads.

EAST SIDE OMNIBUS CORPORATION

Incorporated April 5, 1932. Effective March 28, 1933, the Company obtained a Franchise Contract for 25 years from the City of New York for five routes in Manhattan, a Certificate of Public Convenience and Necessity for the duration of the franchise being granted by the Transit Com., effective April 27, 1933.

On March 13, 1933, the Company entered into an agreement with the Second Avenue Railroad Corporation and the City of New York providing for the abandonment of the street surface railway routes located within the City and owned by the Second Avenue Railroad, and the conveyance to the City of the right, title and interest of certain property in the streets, and the removal of other property in the streets at the expense of the Second Avenue Railroad pursuant to provision of Franchise Contract. The Second Avenue Railroad Corporation discontinued all operation of June 25, 1933, and the East Side Omnibus Corp. commenced operation of buses on the same date.

BALANCE SHEET AS OF JUNE 30, 1934

ASSETS	
Fixed Capital—Gross Investment.....	\$769,118 65
Less Accrued amortization of capital.....	148,071 22
Fixed capital—net investment.....	\$621,047 43
Current Assets:	
Cash	\$148,229 88
Accounts receivable	227 53
Interest receivable	548 17
Materials and supplies.....	5,660 74
Total current assets.....	\$154,666 32
Special Deposits:	
Deposited with City of New York.....	\$25,822 50
Other special deposits.....	5,200 00
Total special deposits.....	\$31,022 50
Miscellaneous Temporary Debits:	
Prepayments	\$2,020 65
Other suspense	2,500 00
Total deferred debit items.....	\$4,520 65
Total Assets	\$811,256 90
LIABILITIES AND CAPITAL	
Capital Stock:	
Preferred	\$456,000 00
Common	50,000 00
Total capital stock.....	\$506,000 00
Funded Debt:	
Equipment obligations	\$93,012 66
Unfunded debt:	
Taxes accrued	\$20,869 16
Notes payable	118,500 00
Miscellaneous accounts payable.....	12,128 97
Interest accrued	756 74
Due for wages and salaries.....	4,235 61
Employees' deposits	361 07
Total unfunded debt.....	\$156,851 55

East Side Omnibus Corporation
BALANCE SHEET—Concluded

Reserves:	
Injuries and damages reserve.....	\$26,891 62
Tire reserve	167 75
Total reserves	\$27,059 37
Suspense	\$2,588 35
Corporate Surplus	\$25,744 97
Total Liabilities and Capital.....	\$811,256 90

Fixed Capital

TITLE OF ACCOUNT	Balance at June 30, 1934
Organization	\$1,800 00
Franchises	117,497 87
Passenger buses	640,385 36
Service cars	3,485 96
Shop and garage equipment.....	3,393 19
Furniture and office equipment.....	2,556 27
Total	\$769,118 65

Income Statement

	June 26, 1933 to June 30, 1934
Operating Revenues:	
Passenger revenue	\$1,005,048 00
Chartered bus revenue.....	15 20
Advertising	3,057 70
Rent of buildings and other property.....	6 00
Total Operating Revenues.....	\$1,008,126 90
Operating Expenses:	
Maintenance of plant and equipment—expended.....	\$65,059 15
Maintenance of plant and equipment—reserved.....	143,215 89
Garage operation and fuel.....	100,686 40
Operation of buses.....	274,049 05
Traffic promotion	1,892 53
Injuries to persons and property.....	76,093 85
Administrative and general expenses.....	150,906 78
Total Operating Expenses.....	\$811,903 65
Taxes	118,618 40
Total Revenue Deductions.....	\$930,522 05
Operating Income	\$77,604 85
Non-Operating Income	3,519 90
Gross Income	\$81,124 75
Deductions from Gross Income:	
Rent of garage.....	\$21,749 92
Rent of buses.....	500 00
Interest	9,028 24
Total Deductions from Gross Income.....	\$31,278 16
Net Corporate Income.....	\$49,846 59

East Side Omnibus Corporation

Taxes

CLASS OF TAX	Amount accrued	Amount paid
Local:		
Real estate	\$152 00	\$152 00
Franchise tax on earnings.....	50,555 38	46,275 28
Emergency tax of 1½ per cent on gross earnings	12,720 45	7,431 16
State:		
Motor vehicle licenses.....	1,219 45	1,655 00
Franchise tax on gross earnings.....	5,056 79	57 56
Franchise tax on capital stock.....	284 76	569 50
Gasoline tax	26,630 14	26,630 14
Sales tax	80 85	80 85
Federal:		
Income tax	5,300 54	.....
Gasoline tax	11,510 13	11,510 13
Capital stock tax.....	2,000 00	1,000 00
Excise tax	3,107 91	3,107 91
Total	<u>\$118,618 40</u>	<u>\$98,469 53</u>

Operating Expenses

Maintenance of Plant and Equipment:	
Superintendence of plant and equipment.....	\$7,411 80
Repairs of buildings, fixtures and grounds.....	1,285 12
Repairs of passenger bus bodies.....	8,831 04
Repairs of passenger bus chassis and motors.....	16,407 56
Tires and tubes.....	13,481 66
Repairs of shop, garage and misc. transp. equipment.....	13,942 25
Repairs and operation of service equipment.....	1,152 93
Miscellaneous shop expenses.....	2,546 79
Depreciation of plant and equipment.....	143,215 89
Total	<u>\$208,275 04</u>
Garage Operation and Fuel:	
Garage employees	\$19,198 97
Garage supplies and expenses.....	8,243 25
Fuel for revenue vehicles.....	66,858 79
Lubricants for revenue vehicles.....	6,385 39
Total	<u>\$100,686 40</u>
Operation of Buses:	
Superintendence of transportation.....	\$49,672 15
Bus drivers and conductors.....	204,418 08
Road expense	10,209 66
Other transportation expenses.....	9,749 16
Total	<u>\$274,049 05</u>
Traffic Promotion:	
Superintendence and solicitation.....	<u>\$1,892 53</u>

East Side Omnibus Corporation
Operating Expenses—Concluded

Injuries to Persons and Property:

Carried to Reserve.....	\$26,891 62
Claim department expenses.....	13,747 99
Medical expenses	4,777 75
Other injuries and damages.....	29,744 31
Salaries and expenses of attorneys.....	173 00
Court costs and expenses.....	759 18

Total	\$76,093 85
-------------	-------------

Administrative and General Expenses:

Salaries and expenses of general officers.....	\$28,755 02
Salaries and expenses of general office clerks.....	34,841 42
General office supplies and expenses.....	3,509 39
General law expenses.....	29,678 78
General stationery and printing.....	1,676 85
Employees welfare expenses.....	1,594 66
Regulatory commission expenses.....	11,438 13
General amortization	4,855 33
Insurance	24,696 04
Storeroom labor and expenses.....	375 39
Undistributed adjustments	Cr 491 52
Miscellaneous general expenses.....	9,977 29

Total	\$150,906 78
-------------	--------------

Grand total—Operating Expenses.....	\$811,903 65
-------------------------------------	--------------

Rolling Stock.—The Company reports 76 Passenger Buses owned and available for service at June 30, 1934; seating capacity, 2,264. The Company also reports 6 non-revenue cars.

East Side Omnibus Corporation
Traffic Statistics for Period June 26, 1933 to June 30, 1934
Summary by Months

MONTH	REVENUE PASSENGERS					Transfers collected	Passenger hours (active and idle)		Bus-seat miles (active)	Bus trips (single)	PASSENGER BUS MILES		
	Regular passenger earnings	Number each month	Greatest number in one day	Transfers collected	Passenger hours (active and idle)						Active	Idle	Total
June 26-30, 1933.....	\$11,505 70	230,114	50,319	6,726	4,776			861,474	3,366		29,706	154	29,860
July, 1933.....	73,796 95	1,475,939	53,722	37,530	33,592			6,793,975	23,832		234,275	1,239	235,514
August.....	77,758 65	1,555,173	54,449	36,987	33,772			7,146,586	23,710		246,434	1,244	247,678
September.....	78,906 15	1,578,123	59,108	34,425	31,368			6,702,857	22,116		231,133	1,322	232,455
October.....	83,694 20	1,673,884	58,483	33,265	32,583			7,041,345	23,758		242,805	1,316	244,121
November.....	80,896 90	1,617,938	59,452	31,046	30,583			6,687,893	21,731		230,617	1,280	231,897
December.....	83,175 00	1,663,500	65,627	29,191	31,613			6,606,316	21,639		227,804	1,315	229,119
January, 1934.....	86,058 70	1,721,174	61,915	30,556	31,399			6,871,666	22,296		236,854	1,324	238,278
February.....	90,442 50	1,588,850	63,462	26,835	28,399			5,802,494	18,968		200,086	1,192	201,278
March.....	90,163 45	1,803,269	62,592	32,478	31,717			6,759,426	21,612		232,927	1,323	234,250
April.....	86,443 15	1,728,863	62,804	31,692	30,474			6,655,181	21,725		229,490	1,272	230,762
May.....	87,683 25	1,753,665	62,247	35,864	32,003			6,924,921	22,603		237,184	1,224	238,408
June.....	85,523 40	1,710,468	61,659	33,993	32,085			7,053,135	22,275		236,898	1,279	238,177
Total.....	\$1,005,048 00	20,100,960	—	400,606	384,539			81,907,269	269,042		2,816,313	15,484	2,831,797

Passenger Movement by Routes

NUMBER AND DESIGNATION OF ROUTE	Average maximum number of buses operated per day	Length of route (miles)	PASSENGER RECEIPTS				
			Passenger bus miles (active)	Bus seat miles (active)	Passenger bus hours	Revenue passengers (at 5 cents)	Per bus mile (cents)
M-11 York Avenue, 57th Street	3	2.11	37,332	4,584,281	20,063	737,863	73.711
M-12 York Avenue, 86th Street	1	0.64	9,732	3,363,660	2,497	6,025	2.343
M-13 First Avenue.....	28	8.57	1,358,781	39,435,895	171,323	9,776,130	149.057
M-15 Second Avenue.....	31	7.79	1,287,603	37,523,433	190,456	9,580,942	175.495
Total ¹	63	19.51	2,69,042	81,907,269	384,539	20,100,960	400.606
			2,816,313			\$1,005,048 00	35.69

¹ Includes operation of Route M-14 (First Avenue, Astor Place), service of which is provided as follows: Passengers boarding buses north of 59th Street on First Avenue (M-13) receive upon request free transfers, entitling rider to ride across 57th Street (M-11) and on Second Avenue (M-15) with privilege of re-transfer at Stuyvesant Street West to Astor Place and Broadway.

East Side Omnibus Corporation*Accidents to Persons*

Company reports 3 fatalities, 32 serious injuries, and 260 minor injuries; total, 295, of which 235 were to passengers, 2 to employees, and 58 to others.

Employees and Wages

OCCUPATION	Number at close of year	Total compensation
General:		
General officers	3	\$27,985 00
Managers, superintendents, etc.....	6	33,953 93
Claim department employees.....	3	4,577 22
Clerks and bookkeepers.....	14	17,546 85
Stenographers and typists.....	1	1,002 51
Telephone operators	1	1,157 28
Janitors and watchmen.....	1	505 34
Transportation:		
Inspectors	3	6,463 73
Starters	10	18,036 52
Depot masters	3	6,573 68
Operators	162	202,392 17
Checkers	2	3,226 16
Secret service	2	664 00
Snow removal	—	909 56
Traffic	—	156 08
Shops and Garages:		
Car cleaners	12	11,144 66
Garage men	6	7,408 34
Carpenters	1	1,064 70
Painters	2	2,909 82
Mechanics, automobile	11	16,837 57
Other shop employees.....	1	2,052 98
Total	244	\$366,568 10

Officers.—President, Samuel R. Rosoff; Vice-President, Anthony G. Gull; Secretary and Treasurer, Edward J. Fennelly.

Directors.—Samuel R. Rosoff, Edward J. Fennelly, J. Goodstein.

Main Business Office.—433 East 92d Street, New York, N. Y.

Report verified by Edward J. Fennelly, Treasurer, September 29, 1934.

FIFTH AVENUE COACH COMPANY

Incorporated July 25, 1896 under the Stock Corporation Law, the company acquiring all the franchises and property of its predecessor, The Fifth Avenue Transportation Company, Ltd., which was incorporated October 29, 1885. Control of the respondent was acquired November 30, 1899 by the New York Transportation Company, which owns all the outstanding stock.

Important Changes during Year.—Effective April 7, 1934, operation was installed on Route No. 20—Columbus Circle to Sutton Place and 59th Street, via Eighth Avenue, 57th Street and Sutton Place, 1.58 miles. On the same day, the eastern terminus of Route No. 6 was extended 0.14 miles, from First Avenue to York Avenue.

Effective July 19, 1933, operation of Route No. 18 was confined to one trip per day in conjunction with Route No. 3 service. Shuttle service operated on Wednesday nights between 10th Street and Fifth Avenue and Wanamaker Terminal was terminated August 30, 1933.

Changes in Miscellaneous Investments were as follows:

Acquired:	Par value	Cost
Bonds of Associated Companies:		
New York Railways Corp. Prior Lien 6's	\$418,000 00	\$252,193 75
New York Railways Corp. Adjustment		
Income 6's	8,500,421 16	853,318 95
U. S. Government Securities.....	779,000 00	788,843 75
Disposed of:		
Industrial Notes	123,000 00	124,183 35
Railroad Bonds and Equipment Trust Cer-		
tificates	687,500 00	681,912 93
City of New York Securities.....	158,770 00	159,860 00
U. S. Government Securities.....	2,804,000 00	2,817,140 64
Non-Operating Property	15,640 09	15,640 09
Net Change	\$5,908,511 07	D \$1,904,380 56

The Company declared dividends of \$.50 per share (\$500,000) on 1,000,000 shares of no par value capital stock as follows:

\$.12½ per share (\$125,000) on July 10, 1933, payable September 15, 1933;
\$.12½ per share (\$125,000) on October 9, 1933, payable Dec. 15, 1933;
\$.12½ per share (\$125,000) on January 8, 1934, payable March 15, 1934;
\$.12½ per share (\$125,000) on April 9, 1934, payable June 15, 1934.

Effective October 1, 1933, wages of employees on an hourly basis were increased 11.1 per cent.

Effective June 11, 1934, John E. McCarthy was elected Vice-President and General Manager, vice Louis H. Palmer, deceased, Francis X. O'Leary was elected Secretary vice John E. McCarthy, and George L. Willems was elected Assistant Secretary vice Francis X. O'Leary.

No new powers or franchises were acquired.

Fifth Avenue Coach Company

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$8,216,129 69	Fixed Capital—Gross Investment.....	\$7,743,204 44
4,335,767 83	Less Accrued amortization of capital.....	4,236,740 76
\$3,880,361 86	Fixed capital—net investment.....	\$3,506,463 68
\$6,486,696 97	Miscellaneous Investments.....	\$4,582,316 41
\$1,143,884 26	Current Assets:	
283,472 04	Cash	\$2,398,056 19
220,054 84	Loans and bills receivable.....	359,533 94
82,596 73	Accounts receivable.....	188,673 59
290,420 83	Interest, dividends and rents receivable.....	89,738 29
	Materials and supplies.....	292,002 06
\$2,020,428 70	Total current assets.....	\$3,328,004 07
\$5,050 00	Special Deposits.....	\$250 00
\$42,452 52	Miscellaneous Temporary Debits:	
68,144 14	Construction in process.....	\$20,546 91
2,113 75	Prepayments	79,673 08
245,934 78	Cost of unamortized tires in service.....	2,113 75
11,007 14	Cost of additional franchises.....	320,585 14
	Other suspense.....	31,738 55
\$369,652 33	Total deferred debit items.....	\$454,657 43
\$12,762,189 86	Total Assets.....	\$11,871,691 59
	LIABILITIES AND CAPITAL	
\$6,000,000 00	Common Stock.....	\$6,000,000 00
\$155,500 91	Unfunded Debt:	
840 00	Taxes accrued.....	\$56,354 22
447 56	Workmen's compensation.....	1,300 00
88,319 63	Working advances due associated companies....	627 45
38,183 05	Miscellaneous accounts payable.....	90,880 06
	Due for wages and salaries.....	47,298 90
\$283,291 15	Total unfunded debt.....	\$196,460 63
\$647,515 45	Reserves:	
110,532 21	Injuries and damages reserve.....	\$589,925 64
	Other reserves.....	88,764 84
\$758,047 66	Total reserves.....	\$678,690 48
\$3,278 27	Suspense Accounts.....	\$3,962 01
\$5,717,572 78	Corporate Surplus.....	\$4,992,578 47
\$12,762,189 86	Total Liabilities and Capital.....	\$11,871,691 59

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance June 30, 1934
Intangible:			
Organization			\$75,092 77
Patent rights, motor bus.....	\$2,325 08		10,475 14
Land devoted to bus operations.....			520,522 55
Structures:			
General office buildings.....			1,704,931 87
Shop and garage buildings.....			374,245 43
Improvements to leasehold property.....			1,489 40
Equipment:			
Passenger buses:			
Bodies	27,345 22	\$199,317 08	2,258,285 35
Chassis	23,925 54	267,776 00	1,576,491 45
Engines	30,262 21	82,434 65	639,431 04
Service cars.....		11,655 14	327,656 03
Other service equipment.....	861 83		31,562 95
Shop and garage equipment.....	11,241 97	7,896 71	171,700 16
Furniture and office equipment.....	1,093 64	901 16	51,320 30
Total	\$97,055 49	\$569,980 74	\$7,743,204 44

Fifth Avenue Coach Company

Details of Expenditures

Patent Rights—Adjustments of expenditures reported in prior years and expenditures previously reported under Suspense.		\$2,325 08
Passenger Buses:		
5 Bodies		27,345 22
Adjustments and additional cost of chassis reported in prior years	\$2,171 12	
5 Chassis	21,754 42	23,925 54
54 Engines		30,262 21
Other Service Equipment:		
1 Radiator, 1 Rear Axle Complete, 1 Differential Assembly..		861 83
Shop and Garage Equipment:		
Items transferred from Miscellaneous Physical Property and retired during year (see <i>Details of Retirements</i> below).....	\$7,771 79	
1 Oscillograph and Weidenhoff Test Bench....	1,000 00	
3 Engelhard Fuel Ratio Analyzers.....	633 60	
4 Lubrication Grease Guns.....	576 00	
4 sets of Voltmeters and Ammeters.....	373 69	
Cost of erecting Electrical Test Room.....	317 67	
Other items	569 22	11,241 97
Furniture and Office Equipment:		
Items transferred from Miscellaneous Physical Property and retired during year (see <i>Details of Retirements</i> below).....	\$411 83	
Cost of erecting partition.....	162 80	
4 Typewriters	358 20	
Other items	160 81	1,093 64
Total		\$97,055 49

Details of Retirements

Passenger Buses:		
69 Bodies		\$199,317 08
114 Chassis		267,776 00
115 Engines		82,434 65
Service Cars:		
1 Emergency truck	\$6,843 05	
1 Instruction Room chassis.....	3,814 00	
1 Cadillac stores truck.....	432 62	
1 Cadillac truck chassis and truck body.....	565 47	11,655 14
Shop and Garage Equipment:		
Retirement of items transferred from Miscellaneous Physical Property during the year (see <i>Details of Expenditures</i> above).....	\$7,771 79	
Other items	124 92	7,896 71
Furniture and Office Equipment:		
Retirement of items transferred from Miscellaneous Physical Property during the year (see <i>Details of Expenditures</i> above).....	\$411 83	
5 Typewriters	489 33	901 16
Total		\$569,980 74

Fifth Avenue Coach Company

Miscellaneous Investments at June 30, 1934

NAME OF ISSUING COMPANY AND SECURITY	Par value	Cost	Income accrued during year
Stock of Associated Companies:			
New York Railways Corp.—90,200 shares of common stock.....	No par	\$937,145 59	.....
Gray Line Motor Tours, Inc.....	\$16,600 00	25,650 00	.....
Union Motor Coach Terminal, Inc. (200 shares).....	No par	2,000 00	.....
Frontier Coach Lines, Inc. (3,500 shares).....	No par	35,000 00	.....
Champlain Coach Lines, Inc.....	\$70,000 00	70,000 00	\$10,500 00
New York Railways Corp. Prior Lien Mtge. 6% Gold Bonds.....	447,000 00	263,985 00	21,679 17
New York Railways Corp. Adjustment Income 6% Bonds.....	8,500,421 16	853,318 95	.....
Chicago, Rock Island & Pacific Ry. Co. 4% Bonds.....	412,000 00	406,945 16	4,120 00
City of New York Bonds and Cor- porate Stock ²	178,000 00	179,845 00	6,590 00
U. S. Government Securities.....	779,000 00	788,843 75	8,492 85
Land and Buildings:			
641-5 West 130th Street.....	—	115,283 07	.....
1480 Madison Ave. & 22 E. 102d St. 59 W. 36th St. and 58 W. 37th St.	—	196,952 13	.....
	—	701,595 23	.....
Non-Operating Property:			
Shop tools, machinery and fixtures..	—	5,752 53	.....
Total	—	\$4,582,316 41	³ \$51,382 02

Reserves

TITLE OF RESERVE	Balance, June 30, 1933	Credits	Debits	Balance, June 30, 1934
Accrued Amortization of Capital:				
Maintenance and obsolescence of plant and equipment and depreciation of vehicle equipment.....	\$3,404,722 33	\$1,004,278 90	\$1,168,933 04	\$3,240,068 19
Depreciation of vehicle equipment, Baltimore & Ohio R. R.....	252,693 11	17,428 75	.....	270,121 86
Depreciation of shop tools, machin- ery, furniture and fixtures.....	200,436 50	11,893 38	5,334 48	206,995 40
Depreciation of buildings.....	476,975 89	41,583 55	.....	518,559 44
Amortization of improvements on leasehold property.....	940 00	55 87	.....	995 87
Total	\$4,335,767 83	\$1,075,240 45	\$1,174,267 52	\$4,236,740 76
Injuries and Damages Reserve:				
Injury and Damage Claims and Expenses.....	\$555,590 15	\$92,891 51	\$139,970 09	\$508,511 57
Workmen's Compensation.....	91,925 30	10,016 48	20,527 71	81,414 07
Total	\$647,515 45	\$102,907 99	\$160,497 80	\$589,925 64
Other Reserves:				
Depreciation of uniforms.....	\$22,648 23	\$3,786 23	\$6,606 81	\$19,827 65
Depreciation of inventory.....	39,696 77	.....	17,850 43	21,846 34
Reserves on Non-Operating Prop- erty:				
Depreciation of shop tools, machinery, furniture and fix- tures.....	6,465 13	726 39	4,577 93	2,613 59
Depreciation of buildings.....	39,008 01	5,469 25	.....	44,477 26
Amortization of improvements on leasehold property.....	2,714 07	374 40	3,088 47	.....
Total	\$110,532 21	\$10,356 27	\$32,123 64	\$88,764 84

¹ Includes \$25,692.59, expenses in connection with purchase of bonds and scrip.² Consists of \$100,000 par value deposited with State Industrial Commission as security in connection with granting respondent the privilege of carrying its own Workmen's Compensation Insurance, and \$78,000 deposited with City of New York under terms of contract dated Dec. 30, 1932.³ In addition, \$37,790.70 was accrued on securities disposed of during year.

Fifth Avenue Coach Company

Income Statement

	Amount for year	Increase or (D) decrease
Operating Revenues:		
Passenger revenue	\$3,878,813 10	D \$124,693 90
Chartered bus revenue.....	26,300 62	D 9,768 33
Advertising	54,209 70	D 8,681 59
Rent of equipment.....	12,047 49	D 3,287 08
Revenue from storage and service.....	2,188 72	1,682 88
Revenue from shop work.....	5,007 55	3,722 00
Total Operating Revenues.....	\$3,978,567 18	D \$141,026 02
Operating Expenses:		
Maintenance of plant and equipment— expended	\$621,449 30	\$58,142 16
Maintenance of plant and equipment— reserved	382,829 60	D 63,240 44
Garage operation and fuel.....	305,973 40	19,565 60
Operation of buses.....	1,877,352 92	155,906 36
Traffic promotion	2,050 27	538 72
Injuries to persons and property.....	99,626 06	D 31,272 39
Administrative and general expenses.....	218,794 16	D 13,148 96
Total Operating Expenses.....	\$3,508,075 71	\$126,491 05
Taxes	449,610 37	26,813 70
Total Revenue Deductions.....	\$3,957,686 08	\$153,304 75
Operating Income	\$20,881 10	D \$294,330 77
Income from Outside Operations (Baltimore & Ohio R. R. Co. service):		
Revenue	\$42,604 10	
Less Expenses	36,630 56	
Taxes.....	707 37	5,266 17
		D 18,316 84
Non-Operating Income:		
Revenue from invest. in misc. physical property	\$18,919 73	
Interest and dividend reve- nues	106,720 54	
	\$125,640 27	
Less Non-Oper. Rev. deduc- tions	43,743 13	81,897 14
		D 51,508 48
Gross Income	\$108,044 41	D \$364,156 09
Deductions from Gross Income:		
Rent of rolling stock.....	\$194 88	D \$127 24
Miscellaneous rent deductions.....	5,400 00	D 1,404 09
Interest on unfunded debt.....	35 36	35 36
Total Deductions from Gross Income.	\$5,630 24	D \$1,495 97
Net Corporate Income.....	\$102,414 17	D \$362,660 12

Fifth Avenue Coach Company

Corporate Surplus

Credit balance at beginning of year.....	\$5,717,572 78
Net corporate income for year.....	102,414 17
Profit on Securities sold.....	6,648 63
Adjustments applicable to prior year.....	1,140 15

Total credits	\$5,827,775 73
---------------------	----------------

Deductions:

Dividends declared—\$.50 per share on 1,000,000 shares	\$500,000 00
Bad debts written off.....	219 00
Loss on Securities sold.....	312,657 23
Amortization of excess and deficiencies of cost to par value of marketable securities	7,010 79
Federal tax on Capital Stock applicable to 1932	3,000 00
Adjustments applicable to prior years....	12,310 24
	835,197 26

Credit balance, June 30, 1934.....	\$4,992,578 47
------------------------------------	----------------

Operating Expenses

Maintenance of Plant and Equipment:

Superintendence of plant and equipment.....	\$73,512 63
Repairs of buildings, fixtures and grounds.....	31,119 37
Repairs of passenger bus bodies.....	83,214 07
Repairs of passenger bus chassis and motors.....	311,984 52
Tires and tubes.....	69,910 69
Repairs of shop, garage and misc. trans. equipment.....	3,031 34
Repairs and operation of service equipment.....	5,618 16
Miscellaneous shop expenses.....	43,058 52
Depreciation of plant and equipment.....	382,829 60

Total	\$1,004,278 90
-------------	----------------

Garage Operation and Fuel:

Garage employees	\$88,818 85
Garage supplies and expenses.....	25,499 22
Fuel for revenue vehicles.....	172,381 12
Lubricants for revenue vehicles.....	19,274 21

Total	\$305,973 40
-------------	--------------

Operation of Buses:

Superintendence of transportation.....	\$181,578 02
Bus drivers and conductors.....	1,608,414 55
Road expense	18,873 89
Other transportation employees.....	12,943 70
Other transportation expenses.....	55,542 76

Total	\$1,877,352 92
-------------	----------------

Traffic Promotion:

Advertising	\$2,050 27
-------------------	------------

Fifth Avenue Coach Company
Operating Expenses—Concluded

Injuries to Persons and Property:

Carried to reserve.....	Cr \$57,129 81
Claim department expenses.....	20,362 18
Medical expenses	6,266 27
Claims for injuries to employees.....	11,158 33
Other injuries and damages.....	79,745 47
Other injuries and damages expenses.....	2,393 69
Salaries and expenses of attorneys.....	31,829 22
Court costs and expenses.....	4,631 66
Law printing	369 05

Total	\$99,626 06
-------------	-------------

Administrative and General Expenses:

Salaries and expenses of general officers.....	\$73,828 55
Salaries and expenses of general office clerks.....	53,542 30
General office supplies and expenses.....	11,118 50
General law expenses.....	11,286 89
General stationery and printing.....	2,181 85
Employees welfare expenses.....	6,870 89
Insurance	11,318 14
Storeroom labor and expenses.....	21,065 07
Undistributed adjustments	Cr 2,384 95
Miscellaneous general expenses.....	29,966 92

Total	\$218,794 16
-------------	--------------

Grand total—Operating Expenses.....	\$3,508,075 71
-------------------------------------	----------------

Fifth Avenue Coach Company

Taxes ¹

CLASS OF TAX	Amount accrued	Amount paid
Local:		
Land	\$39,625 84	2 \$84,823 09
Improvements on land.....		
Franchise tax on earnings.....	198,366 91	318,884 81
Emergency tax of 1½% on gross earnings....	³ 23,543 07	2, ⁴ 44,628 16
Taxes on personal property.....	1,323 45	.....
License fees	8,026 33	8,290 00
State:		
Motor vehicle licenses.....	8,132 75	8,598 26
Franchise tax on gross earnings.....	20,761 27	2 21,715 99
Franchise tax on capital stock.....	12,500 00	12,500 00
Gasoline tax	78,180 73	2 82,198 74
Sales tax	1,488 96	2 2,487 05
Federal		
Income tax	8,484 50	.....
Gasoline tax	32,926 49	2 34,432 10
Excise tax	7,162 38	2 8,548 93
Capital stock tax.....	⁵ 9,000 00	6,000 00
New Jersey:		
Gasoline tax	85 11	85 11
Excise tax	2 58	4 77
Total charged to Operating Expenses.....	\$449,610 37	\$633,197 01
Charged to Non-Operating Income:		
Local—Real estate	16,664 45	(6)
Emergency tax	78 85	(6)
State—Gross earnings	954 72	(6)
Sales tax	27 01	(6)
Federal—Excise tax	1 64	(6)
Tax on sale of securities.....	315 00	315 00
Charged to Auxiliary Operations:		
State—Gasoline tax	446 62	(6)
Federal—Gasoline tax	223 30	(6)
Excise tax	37 45	(6)
Charged to Accounts Receivable.....	7,223 44	(6)
Total	\$475,582 85	\$633,512 01

Rolling Stock Available for Service at June 30, 1934

Revenue Buses:	Number	Seating capacity
Single deck	50	1,318
Double deck	495	29,247
Total	545	30,565
Non-Revenue Equipment	68	
Total	613	

¹ The Company reports \$12,500 State Capital stock tax due and unpaid at June 30, 1934. The Company also reports \$161,480.58, the amount levied by the State as Capital stock tax for the calendar year 1931, as in dispute.

² See also taxes charged to Non-Operating Income, Auxiliary Operations, and Accounts Receivable.

³ In addition, \$27,808.51 was charged to Suspense.

⁴ Paid under protest.

⁵ In addition, \$3,000 was charged to Surplus.

⁶ Included above (see note 2).

Fifth Avenue Coach Company

Description of Road

NUMBER AND NAME OF ROUTE AND PRINCIPAL STREETS TRAVERSED	TERMINI BETWEEN WHICH ROAD EXTENDS	LENGTH OF ROUTE (MILES) ¹
No. 1—Fifth Avenue:		
Fifth Ave., 120th St., Madison Ave., 124th St., Mt. Morris Park West.	Washington Square and 135th St.	6.72
Sub-Route—Thompson St., Bleecker St., West Broadway.....	Washington Square and Bleecker St.	0.15
No. 2—Fifth and Seventh Avenues:		
Fifth Ave., 110th St., Seventh Ave.	Washington Square and 125th St.	6.39
No. 3—Fifth and St. Nicholas Ave- nues:		
Fifth Ave., 110th St., Cathedral Parkway, Manhattan Ave., St. Nicholas Ave., Amsterdam Ave., 163d St., 166th St., Broadway, 165th St., 161st St.....	25th St. and 181st St.....	8.58
Sub-Route—Same service is oper- ated via St. Nicholas Ave., St. Nicholas Pl. and Edgecomb Road.		
No. 4—Fifth Avenue, 110th Street, Riverside Drive and Fort Wash- ington Avenue:		
31st St., Fifth Ave., 110th St., Cathedral Parkway, Riverside Dr., 135th St., Broadway, 164th St., 168th St., Fort Washington Ave., 32d St.....	Pennsylvania Station and Northern Avenue	10.11
Sub-Route—During certain periods of the day a portion of this Serv- ice is operated around Pennsyl- vania Station via Seventh Ave., 33d St., Eighth Ave., 31st St. to Seventh Ave.		
No. 5—Fifth Avenue, 57th Street, Riverside Drive and Broadway:		
Fourth Ave., 9th St., Fifth Ave., 57th St., Columbus Circle (via Eighth Ave. during certain peri- ods of the day and via Broadway during other periods of the day), Broadway, 72d St., Riverside Drive, 135th St., 10th St., and Lafayette St.....	Astor Place and 168th Street..	9.38
Sub-Route—During certain periods of the day this Service is oper- ated via Fifth Avenue to Wash- ington Square.		
No. 6—72d Street Crosstown:		
72d St., Fifth Ave., 57th St. Broad- way (eastbound service via Eighth Ave. during certain peri- ods of the day and via Broadway during other periods of the day).	York Avenue and Central Park West	3.26

Fifth Avenue Coach Company
Description of Road—Concluded

NUMBER AND NAME OF ROUTE AND PRINCIPAL STREETS TRAVERSED	TERMINI BETWEEN WHICH ROAD EXTENDS	LENGTH OF ROUTE (MILES) ¹
No. 7—Washington Heights and Harlem: Seventh Ave., 153d St., Macomb's Place, 155th St., viaduct, Edge- combe Road, 167th St., Audubon Ave., 166th St., Broadway, St. Nicholas Ave., 165th St., Amster- dam Ave.....	125th Street and 193d Street (Fort George).....	4.30
No. 8—Fifth Avenue, 57th Street, Riverside Drive, Broadway and St. Nicholas Avenue: Fifth Ave., 57th St., Columbus Circle (via Eighth Ave. during certain periods of the day and via Broadway during other peri- ods of the day), Broadway, 72d St., Riverside Drive, 135th St., St. Nicholas Ave.....	42d Street and 193d Street (Fort George)	8.60
No. 15—Jackson Heights (Borough of Queens): Fifth Ave., 57th St., Lexington Ave., 59th St., Queensboro Bridge, Queens Boulevard, Roose- velt Ave., 83d St., 37th Ave., 81st St., Northern Blvd. 60th St., 82d St.	25th Street (Man.) and 82d Street (Queens)	7.81
Sub-Route—Same service oper- ated through 57th St. to Second Ave. to Queensboro Bridge.		
No. 16—Elmhurst Crosstown (Bor- ough of Queens): Broadway, Baxter Ave., 82d St., Roosevelt Ave., 81st St., North- ern Blvd.....	Queens Boulevard and 82d Street	1.55
No. 18—Morningside and Convent Avenues and 155th Street: Manhattan Ave., 114th St., Morn- ingside Ave., Convent Ave., 151st St., St. Nicholas Ave., 155th St., Broadway	113th Street and 157th Street.	2.57
No. 19—Fifth Avenue, 57th Street and Riverside Drive: Fifth Ave., 57th St., Columbus Circle (via Eighth Ave. during certain periods of the day via Broadway during other periods of the day), Broadway, 72d St., Riverside Drive, 157th St., Broadway	Washington Square and 168th Street	9.25
No. 20—57th Street Crosstown: Sutton Place, 57th St., Eighth Ave., Broadway	East 59th Street and West 60th Street	1.58

¹ These figures exclude duplication of parts of streets traversed. The aggregate, excluding duplications, is 40.74.

Fifth Avenue Coach Company
Passenger Movement by Routes

Route No.	DESIGNATION OF ROUTE ¹	Length of route (miles)	Bus trips (round)	Passenger bus miles (active)	Bus-seat miles (active)	Passenger bus hours (active and idle)	Revenue passengers (at 10 cents)	Transfers collected	PASSENGER RECEIPTS	
									Amount	Per bus mile (cents)
1.	Fifth Avenue.....	6.87	18,108	193,263	12,116,196	29,654	1,183,591	28,476	\$118,359 10	61.24
2.	Fifth and Seventh Avenues.....	6.39	68,020	927,509	60,673,351	121,749	4,735,912	434,770	473,591 20	51.06
3.	Fifth and St. Nicholas Avenues.....	8.58	85,067	1,458,749	91,892,224	179,824	5,754,116	418,175	575,411 60	39.45
4.	Fifth Avenue, 110th Street, Riverside Drive and Fort Washington Avenue.....	10.11	38,065	1,725,654	109,741,421	207,826	7,457,440	436,016	745,744 00	43.22
5.	Fifth Avenue, 57th Street, Riverside Drive and Broadway.....	9.38	93,786	1,671,088	102,887,724	209,925	8,098,334	536,492	809,833 40	48.46
6.	72d Street Crosstown.....	3.26	43,876	278,506	6,963,552	43,069	745,023	120,843	74,502 30	26.75
7.	Washington Heights and Harlem.....	4.30	53,162	456,476	25,247,540	57,781	1,899,175	719,555	189,917 50	41.61
8.	Fifth Avenue, 57th Street, Riverside Drive, Broadway and St. Nicholas Avenue.....	8.60	2,730	41,791	2,495,820	5,504	162,425	8,716	16,242 50	38.87
15.	Jackson Heights (Queens).....	7.81	61,051	911,231	53,249,671	113,785	3,392,059	262,447	339,205 90	37.22
16.	Elmhurst Crosstown (Queens).....	1.55	40,430	121,356	3,033,901	16,258	225,339	61,812	22,533 90	18.57
17.	Edgecombe Avenue ²	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)
18.	Morningside and Convent Avenues and 155th Street ³	2.57	1,349	7,103	177,901	687	1,715	1,186	171 50	2.41
19.	Fifth Avenue, 57th Street and Riverside Drive.....	9.25	60,368	1,108,398	67,011,057	134,102	5,049,180	285,617	504,918 00	45.55
20.	57th Street Crosstown ⁴	1.58	13,650	44,392	1,109,783	8,046	83,822	18,796	8,382 20	18.88
Total.....		40.74	627,662	8,945,546	536,600,141	1,128,210	38,788,131	3,332,901	\$3,878,813 10	43.36

¹ Buses were operated from time to time during the year as occasion demanded, over intermediate routes and extensions to regular routes, but no separate record has been kept of operation between these intermediate terminals.

² One trip per day in conjunction with Route No. 3 service was operated until January 5, 1934.

³ Represents service through July 19, 1933, after which one trip per day was operated in conjunction with Route No. 3 service.

⁴ Operation begun April 7, 1934.

Fifth Avenue Coach Company

Accidents

Company reports 26 serious injuries and 934 minor injuries; total, 960, of which 714 were to passengers, 106 to employees, and 140 to others.

Actions for Damages

ITEM	In Municipal Court	In City and County Courts	In Supreme Court	In Federal Courts	Total
Pending at beginning of year.....	197	127	85	2	411
Brought during the year.....	188	36	42	2	268
Total.....	385	163	127	4	679
Disposed of:					
Settled before trial by payment to claimant.....	122	25	21	2	170
Judgment rendered.....	13	2	5		20
Case dismissed.....	35	5			40
Otherwise disposed of.....	41	9	7		57
Total.....	211	41	33	2	287
Pending at close of year.....	174	122	94	2	392

Settlements

FISCAL YEAR IN WHICH ACCIDENT OCCURRED	CLAIMS SETTLED (RELEASE BEFORE SUIT)		SUITS COMPROMISED		JUDGMENTS PAID		TOTAL SETTLEMENTS	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount
1934.....	393	\$17,522 98	51	\$2,351 77	2	\$106 00	446	\$19,980 75
1933.....	53	4,326 50	67	17,928 50	8	1,436 50	128	23,691 50
1932.....	4	5,221 99	14	6,672 50			18	11,894 49
1931.....			17	7,310 00	3	3,017 50	20	10,327 50
Prior to July 1, 1930....	1	450 06	20	10,884 50	6	13,675 00	27	25,009 56
Total.....	451	\$27,521 53	169	\$45,147 27	19	\$18,235 00	639	\$90,903 80

Number and Hourly Rates of Wages of Drivers and Conductors in Service at Close of Year

PERIOD OF SERVICE	DRIVERS		CONDUCTORS	
	Number	Hourly rate (cents)	Number	Hourly rate (cents)
In first year of service.....	20	69		62
In second year of service.....		70		63
In third year of service.....	3	73		66
In fourth year of service.....	30	74	10	67
In fifth or later years of service.....	431	75	448	68
Total.....	484		458	

Fifth Avenue Coach Company

Employees and Wages

OCCUPATION	Number at close of year	Total compensation
General:		
General officers	8	\$90,838 34
Managers, superintendents, etc.....	6	29,883 75
Lawyers	1	5,850 00
Claim department employees.....	9	19,736 25
Clerks and bookkeepers.....	57	114,329 50
Stenographers and typists.....	9	15,507 86
Telephone operators	3	3,415 80
Janitors and watchmen.....	3	4,096 93
Messengers and others.....	14	14,297 25
Draughtsmen	3	8,034 30
Storekeepers and storeclerks.....	9	14,934 07
Transportation:		
Inspectors	10	26,958 40
Starters	19	50,400 24
Superintendents	3	11,655 00
Conductors	445	748,541 46
Drivers	475	918,386 15
Receivers	6	13,647 30
Tailors	2	2,558 55
Chauffeurs	1	2,542 50
Shops and Garages:		
Car cleaners	43	60,662 74
Car oilers	9	11,936 39
Garage men	14	19,619 77
Carpenters	40	51,330 88
Carpenters' helpers	2	1,601 01
Blacksmiths	1	1,221 39
Blacksmiths' helpers	—	838 93
Machinists	19	33,762 18
Machinists' helpers	2	4,863 57
Electricians	13	19,214 40
Tinners	10	15,907 54
Painters	19	21,407 13
Painters' helpers	1	312 50
Mechanics, automobile	90	155,644 59
Mechanics' helpers, automobile.....	11	18,457 16
Other shop employees.....	2	3,132 01
Superannuated employees	9	4,311 94
Total	1,368	\$2,519,887 78

Officers.—President, Frederic T. Wood; Vice-President and General Manager, John E. McCarthy; Secretary, Francis X. O'Leary; Treasurer and Assistant Secretary, George L. Willems; Assistant Treasurer, William J. Freeman; Auditor, Charles A. Muth; Assistant Auditor, Charles C. Malone; General Attorney, Henry J. Smith; Claim Agent, Joseph A. Clair; Purchasing Agent, Charles A. Witteke.

Directors.—Edward N. D'Ancona, Bernard Gimbel, John D. Hertz, Jr., Grayson M. P. Murphy, Edwin A. Potter, Jr., Joseph E. Ridder, John A. Ritchie, Frederick Strauss, Anton L. Trunk, Frederic T. Wood.

Main Business Office.—605 West 132d Street, New York, N. Y.

Report verified by Frederic T. Wood, President, September 29, 1934.

FLUSHING HEIGHTS BUS CORPORATION

Incorporated January 30, 1930. [Operation had begun in 1928.] The Company obtained a Franchise Contract for one year from the City of New York on January 30, 1933 for two routes in Queens, and a Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective April 26, 1933.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$89,351 68	Fixed Capital—Gross Investment.....	¹ \$89,617 98
23,395 43	Less Accrued amortization of capital.....	37,105 62
<u>\$65,956 25</u>	Fixed capital—net investment.....	<u>\$52,512 36</u>
	Current Assets:	
\$2,556 05	Cash	\$660 05
1,110 56	Accounts receivable	8,371 68
.....	Interest receivable.....	156 00
60 00	Materials and supplies.....	32 23
<u>\$3,726 61</u>	Total current assets.....	<u>\$9,219 96</u>
	Special Deposits:	
\$6,000 00	Deposited with City of New York.....	\$6,000 00
45 00	Other special deposits.....	1 00
<u>\$6,045 00</u>	Total special deposits.....	<u>\$6,001 00</u>
	Miscellaneous Temporary Debits:	
\$1,726 98	Prepayments	\$2,061 15
<u>\$77,454 84</u>	Total Assets.....	<u>\$69,794 47</u>
	LIABILITIES AND CAPITAL	
\$25,000 00	Capital Stock.....	\$25,000 00
	Funded Debt:	
\$50,128 00	Equipment Obligations.....	\$25,085 36
	Unfunded Debt:	
\$1,026 42	Taxes accrued.....	\$2,746 17
.....	Miscellaneous loans and bills payable.....	5,556 00
3,248 30	Miscellaneous accounts payable.....	6,381 07
250 64	Interest accrued.....	240 39
893 42	Due for wages and salaries.....	220 29
<u>\$5,418 78</u>	Total unfunded debt.....	<u>\$15,143 92</u>
D \$3,091 94	Corporate Surplus or (D) Deficit.....	\$4,565 19
<u>\$77,454 84</u>	Total Liabilities and Capital.....	<u>\$69,794 47</u>

¹ Consists of Passenger buses, \$81,887.20; Shop and garage equipment, \$7,611.78; and Furniture and office equipment, \$119.

Flushing Heights Bus Corporation
Income Statement

		Year Ended June 30, 1934
Operating Revenues:		
Passenger		\$116,852 56
Operating Expenses:		
Maintenance and Equipment:		
Superintendence of plant and equipment....	\$1,587 21	
Repairs of passenger bus bodies.....	740 74	
Repairs of passenger bus chassis and motors.	3,203 86	
Tires and tubes.....	3,672 56	
Miscellaneous shop expenses.....	249 95	
Depreciation of plant and equipment.....	13,710 19	\$23,164 51
Garage Operation and Fuel:		
Garage employees	\$3,925 16	
Garage supplies and expenses.....	493 91	
Fuel for revenue vehicles.....	10,440 09	
Lubricants for revenue vehicles.....	1,522 47	16,381 63
Operation of Buses:		
Superintendence of transportation.....	\$6,071 73	
Bus drivers and conductors.....	19,453 14	
Other transportation expenses.....	1,031 53	26,556 40
Traffic Promotion:		
Advertising		Cr 16 00
Injuries to Persons and Property.....		8 98
Administrative and General Expenses:		
Salaries and expenses of general officers....	\$3,198 79	
Salaries and expenses of general office clerks.	1,581 06	
General office supplies and expenses.....	246 89	
General law expenses.....	1,774 01	
General stationery and printing.....	51 28	
Insurance	9,356 13	
Franchise requirements	487 30	
Miscellaneous general expenses.....	1,105 78	17,801 24
Total Operating Expenses.....		\$83,896 76
Taxes:		
Local—Franchise tax on earnings.....	\$11,703 95	
Emergency tax of 1½% on gross earnings	1,503 74	
State—Motor vehicle licenses.....	791 97	
Franchise tax on gross earnings.....	583 42	
Franchise tax on capital stock.....	35 28	
Gasoline tax.....	5,331 27	
Federal—Gasoline tax	1,777 09	
Other	10 00	21,736 72
Total Revenue Deductions.....		\$105,633 48
Income from Operation.....		\$11,219 08
Non-Operating Income		289 48
Gross Income		\$11,508 56
Deductions from Gross Income:		
Rent of garages.....		\$1,515 00
Interest on Equipment Obligations.....		2,105 46
Total Deductions from Gross Income.....		\$3,620 46
Net Corporate Income.....		\$7,888 10

Flushing Heights Bus Corporation

Rolling Stock.—Company reports 10 Passenger Buses owned and available for service on June 30, 1934; total seating capacity, 250.

Passenger Movement for Year Ended June 30, 1934

Miles of route (Queens).....	6.5
Average maximum number of buses operated during year....	9
Number of regular bus trips (round).....	61,575
Revenue bus miles.....	570,830
Active	563,642
Idle	7,188
Bus seat miles—active.....	14,427,703
Revenue bus hours.....	42,804
Revenue passengers	2,334,278

Accidents to Persons.—Company reports 14 minor injuries to passengers.

Employees and Wages

OCCUPATION	Number at close of year	Total compensation
General:		
General officers	1	\$2,834 85
Clerks and bookkeepers.....	1	1,300 00
Stenographers and typists.....	1	645 00
Transportation:		
Starters	3	6,071 73
Operators	22	19,453 14
Shops and Garages:		
Garage men	4	3,925 16
Mechanics, automobile	2	1,587 21
Total	34	\$35,817 09

Officers.—President, Robert Cumberland; Vice-President, Eckhardt Calder; Secretary, George C. Morrow; Treasurer, Arthur H. Haaren.

Directors.—Robert Cumberland, Eckhardt Calder, George C. Morrow, Arthur H. Haaren.

Main Business Office.—61-44 Fresh Meadow Road, Flushing Heights, N. Y.
Report verified by Robert Cumberland, President, October 17, 1934.

GREEN BUS LINES, INC.

Incorporated April 5, 1925 but operation as a corporation was not begun until January 15, 1933. The Company obtained Franchise Contracts from the City of New York for one year for ten routes, as follows: In Queens, Routes Q-7, Q-21, and Q-22, December 30, 1932; Route Q-8, April 15, 1933; In Manhattan, Routes M-1, M-2, M-3, M-4, M-5, and M-6, January 12, 1933. The Transit Commission granted Certificates of Public Convenience and Necessity for the duration of the franchises, as follows: Route Q-8, May 10, 1933; for all other routes, March 29, 1933.

On June 18, 1934, Company began operation of a new route from the New Lots Station of the Interborough Rapid Transit to the Far Rockaway Station of the Long Island Railroad, 14 miles.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$736,719 28	Fixed Capital—Gross Investment.....	\$803,355 56
59,371 07	Less Accrued amortization of capital.....	246,785 92
<u>\$677,348 21</u>	Fixed capital—net investment.....	<u>\$556,569 64</u>
	Current Assets:	
\$85,502 21	Cash	\$105,075 62
2,400 92	Loans and bills receivable.....	12,156 60
265 35	Accounts receivable.....	334 55
.....	Interest receivable.....	1,110 00
66 38	Subscriptions to capital stock.....	.....
<u>2,895 63</u>	Materials and supplies.....	<u>3,399 25</u>
<u>\$91,130 49</u>	Total current assets.....	<u>\$122,076 02</u>
	Special Deposits:	
\$30,796 79	Deposited with City of New York.....	\$30,796 79
6,073 33	Other special deposits.....	15,207 75
<u>\$36,870 12</u>	Total special deposits.....	<u>\$46,004 54</u>
	Reserve Funds:	
\$30,000 00	Excess Liability Insurance Fund.....	\$47,500 00
	Miscellaneous Temporary Debits:	
\$5,813 00	Prepayments	\$14,026 84
.....	Other suspense ¹	43,941 13
<u>\$5,813 00</u>	Total deferred debit items.....	<u>\$57,967 97</u>
<u>\$841,161 82</u>	Total Assets.....	<u>\$830,118 17</u>
	LIABILITIES AND CAPITAL	
\$100,000 00	Capital Stock.....	\$100,000 00
	Funded Debt:	
\$288,700 00	Equipment Obligations.....	\$192,488 45
	Unfunded Debt:	
\$22,285 30	Taxes accrued.....	\$64,938 23
15,905 84	Miscellaneous accounts payable.....	17,825 10
19,388 31	Due for wages and salaries.....	21,805 66
<u>\$57,579 45</u>	Total unfunded debt.....	<u>\$104,568 99</u>
	Reserves:	
.....	Insurance reserve.....	\$5,416 24
.....	Injuries and damages reserve.....	17,500 00
<u>\$362,650 00</u>	Reserve for Old Buses.....	<u>226,280 00</u>
<u>\$362,650 00</u>	Total reserves.....	<u>\$249,196 24</u>
\$40,231 56	Premium on Capital Stock.....	\$40,231 56
D \$7,999 19	Corporate Surplus or (D) Deficit.....	\$143,632 93
<u>\$841,161 82</u>	Total Liabilities and Capital.....	<u>\$830,118 17</u>

¹ Represents legal fees, and disbursements, printing, advertising and other expenses in connection with petitions for franchises.

Green Bus Lines, Inc.

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance at June 30, 1934
Organization		\$75 00	\$38,254 15
Passenger buses.....	\$190,108 50	¹ 127,425 00	757,089 07
Shop and garage equipment.....	3,115 58		5,839 02
Furniture and office equipment.....	912 20		2,173 32
Total	\$194,136 28	\$127,500 00	\$803,355 56

Income Statement

	Year Ended June 30, 1934
Operating Revenues:	
Passenger revenue	\$2,222,487 32
Chartered bus revenue.....	3,086 75
Advertising	5,000 00
Total Operating Revenues.....	\$2,230,574 07
Operating Expenses:	
Maintenance of plant and equipment—expended.....	\$155,427 24
Maintenance of plant and equipment—reserved.....	169,854 85
Garage operation and fuel.....	191,654 70
Operation of buses.....	907,108 85
Injuries to persons and property.....	25,969 67
Administrative and general expenses.....	200,591 44
Total Operating Expenses.....	\$1,650,606 75
Taxes	371,634 80
Total Revenue Deductions.....	\$2,022,241 55
Operating Income	\$208,332 52
Non-Operating Income	² 4,333 93
Gross Income	\$212,666 45
Deductions from Gross Income:	
Rent of garages and office.....	\$42,216 14
Interest on Equipment Obligations.....	18,818 19
Total Deductions from Gross Income.....	\$61,034 33
Net Corporate Income.....	\$151,632 12

Operating Expenses

	Amount for year
Maintenance of Plant and Equipment:	
Superintendence of plant and equipment.....	\$4,192 50
Repairs of passenger bus bodies.....	43,412 94
Repairs of passenger bus chassis and motors.....	85,429 68
Tires and tubes.....	19,664 77
Miscellaneous shop expenses.....	2,727 35
Depreciation of plant and equipment.....	169,854 85
Total	\$325,282 09

¹ Includes \$2,750, adjustment received from the White Company for inferior paint job done on buses.

² Includes \$1,609.16, cash discount on purchases, properly a credit to Operating Expenses.

Green Bus Lines, Inc.

Operating Expenses—Concluded

Garage Operation and Fuel:	
Garage employees	\$63,214 52
Garage supplies and expenses.....	11,749 97
Fuel for revenue vehicles.....	107,509 64
Lubricants for revenue vehicles.....	9,180 57
Total	<u>\$191,654 70</u>
Operation of Buses:	
Superintendence of transportation.....	\$157,401 87
Bus operators	749,706 98
Total	<u>\$907,108 85</u>
Injuries to Persons and Property:	
Carried to reserve.....	\$22,916 24
Claim department expenses.....	748 00
Claims for injuries to employees.....	7 00
Other injuries and damages.....	256 00
Salaries and expenses of attorneys.....	1,500 00
Court costs and expenses.....	420 73
Law printing	121 70
Total	<u>\$25,969 67</u>
Administrative and General Expenses:	
Salaries and expenses of general officers.....	\$17,368 50
Salaries and expenses of general office clerks.....	23,370 89
General office supplies and expenses.....	16,696 07
General law expenses.....	17,946 48
General stationery and printing.....	2,703 83
Insurance	122,122 23
Miscellaneous general expenses.....	383 44
Total	<u>\$200,591 44</u>
Grand total—Operating Expenses.....	<u><u>\$1,650,606 75</u></u>

Taxes

CLASS OF TAX	Amount accrued	Amount paid
Local:		
Franchise tax on earnings.....	\$242,111 38	\$235,732 24
Emergency tax of 1½% on gross earnings....	27,884 70	15,997 11
State:		
Motor vehicle licenses.....	12 20	Dr 3,471 14
Franchise tax on gross earnings.....	11,133 97	4,497 17
Franchise tax on capital stock.....	515 00	515 00
Gasoline tax	50,572 57	50,572 57
Federal:		
Income tax	22,157 45	4,408 05
Gasoline tax	16,857 53	16,857 53
Capital stock tax.....	400 00	400 00
Total	<u>\$371,634 80</u>	<u>\$325,508 53</u>

¹ Represents a charge of \$1,747.20, less a refund (improperly credited here) of \$1,745; net, \$2.20.

Green Bus Lines, Inc.

Traffic Statistics

Summary by Months

MONTH	REVENUE PASSENGERS				Other bus earnings	Regular passenger bus earnings	Pasenger bus hours (active and idle)	Bus-seat miles (active)	Bus trips (round)	PASSENGER BUS MILES		
	Number each month	Greatest number in one day	Pasenger bus hours (active and idle)	Bus-seat miles (active)						Active	Idle	Total
July, 1933.....	3,689,208	130,012	78,166	11,669,808	\$507 10	\$184,460 40	11,669,808	76,573	78,573	486,242	2,120	488,362
August.....	3,714,337	129,969	79,867	12,009,192	405 00	185,716 88	12,009,192	78,555	78,555	500,383	2,309	502,592
September.....	3,430,181	129,666	73,102	10,917,840	351 00	171,509 06	10,917,840	75,426	75,426	454,910	2,340	457,250
October.....	3,483,804	122,931	74,421	11,140,968	261 60	174,190 23	11,140,968	78,911	78,911	464,207	2,423	466,630
November.....	3,412,472	127,024	73,828	10,716,768	109 00	170,623 61	10,716,768	75,732	75,732	446,532	2,717	449,249
December.....	3,605,562	132,309	74,622	11,047,632	242 00	180,278 10	11,047,632	78,211	78,211	460,318	2,765	463,083
January, 1934.....	3,668,522	132,469	75,569	11,178,672	83 00	183,426 12	11,178,672	79,054	79,054	465,778	2,790	468,568
February.....	3,610,991	148,389	67,406	9,900,552	257 50	180,549 55	9,900,552	70,402	70,402	412,523	2,745	415,268
March.....	4,020,207	144,544	76,447	11,348,760	38 10	201,010 34	11,348,760	79,842	79,842	472,865	2,890	475,755
April.....	3,740,800	137,322	73,910	10,838,928	261 60	187,040 02	10,838,928	76,370	76,370	451,622	2,820	454,442
May.....	3,930,638	143,471	70,955	11,323,008	297 95	196,531 94	11,323,008	79,305	79,305	471,792	3,040	474,832
June.....	4,142,259	148,800	77,793	12,166,656	311 00	207,112 97	12,166,656	77,322	77,322	506,944	3,650	510,594
Total.....	44,448,981	—	902,126	134,258,784	\$3,124 85	\$2,222,449 22	902,126	925,703	925,703	5,594,116	32,509	5,626,625

Passenger Movement by Routes

NO. AND DESIGNATION OF ROUTE	Length of route (miles)	Bus trips (round)	Pasenger bus (active)	Bus-seat miles (active)	Pasenger bus hours	Revenue passengers (at 5 cents)	PASSENGER RECEIPTS	
							Amount	Per bus mile (cents)
M-1 Madison — Chambers Street.....	2.1	122,092	512,785	12,306,840	108,601	5,487,358	\$274,367 93	53.51
M-2 Delancey — Spring Street.....	2.2	91,632	403,181	9,676,344	81,583	4,998,117	149,905 86	37.18
M-3 49th & 50th Streets.....	2.0	97,233	388,932	9,334,368	90,860	4,227,833	212,391 67	54.61
M-4 79th Street.....	2.2	107,685	473,815	11,371,560	96,320	5,077,544	253,877 23	53.88
M-5 86th Street.....	2.3	148,301	682,185	16,372,440	132,502	8,075,479	403,773 96	59.19
M-6 96th Street.....	2.2	115,032	506,141	12,147,384	92,876	4,687,262	234,363 11	46.30
Q-7 Rockaway Blvd.....	3.9	71,814	560,148	13,443,552	65,115	2,575,978	128,798 90	22.99
Q-8 Jerome Avenue.....	3.8	56,396	428,611	10,286,664	58,412	2,125,030	106,251 55	24.79
Q-21 Crossbay Blvd.....	6.9	45,749	631,136	15,147,264	55,570	3,251,132	162,556 60	25.76
Q-22 Rockaway Beach Blvd.....	7.1	68,576	973,778	23,370,672	117,337	5,807,991	290,399 56	29.82
New Lots — Far Rockaway.....	14.0	1,193	33,404	801,696	2,250	115,257	5,762 85	17.25
Total.....	48.7	925,703	5,594,116	134,258,784	902,126	44,448,981	\$2,222,449 22	39.73

¹ Operation begun June 18, 1934.² Not excluding duplications.

Green Bus Lines, Inc.

Rolling Stock.—Company reports 211 Passenger Buses available for service at June 30, 1934, of which 98 are held under complete title and 113 under conditional bills of sale agreement; aggregate seating capacity, 5,080. Company also reports 2 Delivery Trucks.

Injuries to Persons.—Company reports 1 fatality, 22 serious injuries, and 249 minor injuries; total, 272, of which 185 were to passengers, 52 to employees, and 35 to others.

Employees and Wages

OCCUPATION	Number at close of year	Total compensation
General:		
General officers	3	\$17,368 50
Claim department employees.....	3	5,312 00
Clerks, stenographers, typists, etc.....	16	19,392 89
Janitors and watchmen.....	1	1,144 00
Storekeepers and storeclerks.....	2	2,236 00
Transportation:		
Inspectors, starters, etc.....	95	157,401 87
Operators	476	749,706 98
Shops and Garages:		
Garage men	38	63,214 52
Carpenters	4	5,980 32
Blacksmiths	1	570 99
Blacksmiths' helpers	1	426 23
Electricians	3	4,087 72
Tinners	2	6,743 15
Painters	1	4,298 33
Painters' helpers	3	837 13
Mechanics, automobile	40	51,527 32
Other shop employees.....	5	6,748 20
Total	694	\$1,096,996 15

Officers.—President, William Cooper; Vice-Presidents, Julius Smith and Peter Brasser; Secretary, Lawrence Buckner; Treasurer and General Purchasing Agent, Joseph Rothenberg.

Directors.—William Cooper, Lawrence Buckner, Joseph Rothenberg, Julius Smith, Peter Brasser, Leo Latman, Martin B. Gottlieb, Theodore Massie, Herman Smith, Louis Frankel, Aaron Plumser, John Carrado, Anthony Pavlick, William Tarrantino, Frank Miller, Sr., Maurice Ahearn, Frank Murray, Louis Friedman, Anton Ruy, August Simon, Jack Miller.

Main Business Office.—4335-24th Street, Long Island City, N. Y.

Report verified by William Cooper, President, October 3, 1934.

HAMILTON BUS CORPORATION

Incorporated March 21, 1929. [Operation was begun in March, 1929.] Effective January 16, 1933, the Company obtained a Franchise Contract for one year from the City of New York for Route M-10 in Manhattan, and a Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective March 31, 1933.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
¹ \$15,151 36	Fixed Capital—Gross Investment.....	¹ \$17,551 36
5,440 08	Less Accrued amortization of capital.....	11,480 57
<u>\$9,711 28</u>	Fixed capital—net investment.....	<u>\$6,070 79</u>
	Current Assets:	
\$796 43	Cash .....	.....
930 00	Loans and bills receivable.....	.....
1,598 66	Materials and supplies.....	\$1,544 08
<u>\$3,325 09</u>	Total current assets.....	<u>\$1,544 08</u>
	Special Deposits:	
\$3,000 00	Deposited with City of New York.....	\$3,000 00
<u>\$16,036 37</u>	Total Assets.....	<u>\$10,614 87</u>
	LIABILITIES AND CAPITAL	
\$6,000 00	Capital Stock.....	\$6,000 00
<u>\$6,000 00</u>	Funded Debt.....	<u>\$6,000 00</u>
	Unfunded Debt:	
\$1,217 32	Taxes accrued.....	\$2,238 99
.....	Miscellaneous loans and bills payable.....	1,500 00
2,204 96	Miscellaneous accounts payable.....	2,809 56
998 60	Due for wages and salaries.....	1,007 00
.....	Other unfunded debt.....	² 2,210 23
<u>\$4,420 88</u>	Total unfunded debt.....	<u>\$9,765 78</u>
\$5,615 49	Corporate Surplus or (D) Deficit.....	D \$11,150 91
<u>\$16,036 37</u>	Total Liabilities and Capital.....	<u>\$10,614 87</u>

¹ Passenger buses.

² Bank overdraft.

Hamilton Bus Corporation

Income Statement

		Amount for year	Increase or (D) decrease
Operating Revenues:			
Passenger revenue.....		\$93,427 65	\$4,006 49
Operating Expenses:			
Maintenance of Plant and Equipment:			
Repairs of passenger buses.....	\$15,080 67		
Tires and tubes.....	2,519 74		
Depreciation of plant and equip- ment	6,040 49	\$23,640 90	D \$1,597 62
Garage Operation and Fuel:			
Fuel for revenue vehicles.....	\$10,561 39		
Lubricants for revenue vehicles...	465 84	11,027 23	1,394 37
Operation of Buses:			
Superintendence of transportation.	\$4,140 75		
Bus drivers and conductors.....	30,015 50	34,156 25	D 307 61
Administrative and General Expenses:			
Salaries and expenses of general officers	\$12,675 00		
General office supplies and expenses	1,557 47		
General law expenses.....	2,265 38		
Insurance	8,128 52	24,626 37	4,666 31
Total Operating Expenses.....		\$93,450 75	\$4,155 45
Taxes:			
Local—Franchise tax on earnings...	\$9,371 20		
Emergency tax of 1½%....	1,190 39		
State—Motor vehicle licenses.....	751 25		
Franchise tax on gross earn- ings	467 12		
Franchise tax on capital stock	10 00		
Gasoline tax.....	2,730 42		
Federal—Gasoline tax.....	910 13		
Capital stock tax.....	19 00	15,449 49	8,169 97
Total Revenue Deductions.....		\$108,900 24	\$12,325 42
Operating Income.....		D \$15,472 59	D \$8,318 93
Non-Operating Income.....		86 19	D 2 56
Gross Income.....		D \$15,386 40	D \$8,321 49
Deductions from Gross Income:			
Rent of garage and office.....		1,380 00	38 33
Net Corporate Income or (D) Loss.....		D \$16,766 40	D \$8,359 82

Hamilton Bus Corporation

Rolling Stock.—The Company reports 17 Passenger Buses owned and available for service at June 30, 1934.

Passenger Movement

	Year Ended June 30, 1934
Length of route (Manhattan)	3.2
Average maximum number of buses per day	10
Number of regular bus trips (round)	47,207
Revenue bus miles—active	302,025
Bus seat miles—active	8,134,675
Revenue bus hours	59,010
Revenue passengers (at 5 cents)	1,868,552

Employees and Wages

OCCUPATION	Number at close of year	Total compensation
General:		
General officers	3	\$12,675 00
Transportation:		
Inspectors	3	4,140 75
Operators	24	30,015 50
Shops and Garages	4	7,743 67
Total	34	\$54,574 92

Officers.—President, Isidore Hagler; Secretary, Harry Abrahams; Treasurer, Julius Simpson.

Directors.—Isidore Hagler, Harry Abrahams, Julius Simpson.

Main Business Office.—Foot of East 23d Street, New York, N. Y.

Report verified by Isidore Hagler, President, October 3, 1934.

JAMAICA BUSES, INC.

Incorporated April 24, 1931. Effective August 14, 1933, the Company obtained a Franchise Contract for 25 years from the City of New York for the following routes in the Borough of Queens:

Route A—Jamaica Avenue-Hempstead Avenue, 4.3 miles;

Route B—Jamaica-Hook Creek-Far Rockaway, 6.4 miles;

Route C—Liberty Avenue, 3.94 miles;

Route D—Far Rockaway, 0.58 miles.

A Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective October 5, 1933.

The Company commenced operation of buses over the street surface railway routes of the Jamaica Central Railways, Inc. (see page 416), on the following dates: Far Rockaway Line (Routes B and D), November 12, 1933; the Jamaica Avenue Line (Route A) and the Liberty Avenue Line (Route C), November 26, 1933.

The Transit Commission in Case 3143 authorized the Company to issue 30,000 shares of its capital stock without par value for \$200,000; and to issue promissory notes for \$224,388.66 to the Twin Coach Corporation in payment of balance of purchase price of 35 new motor buses. By Order in Case 3152, the Company was authorized to issue its promissory note for \$67,960 in part payment of 8 new buses, and in Case 3171, promissory note for \$42,734.72 in part payment of 6 new buses.

BALANCE SHEET AS OF JUNE 30, 1934

ASSETS

Fixed Capital—Gross Investment.....	\$560,501 16
Less Accrued amortization of capital.....	66,653 32
Fixed capital—net investment.....	\$493,847 84
Current Assets:	
Cash	\$40,245 37
Accounts receivable	1,383 85
Interest receivable	439 17
Materials and supplies.....	5,475 35
Total current assets.....	\$47,543 74
Special Deposits:	
Deposit with City of New York.....	\$16,192 50
Deposit with State Insurance Fund (Cash).....	500 00
Total special deposits.....	\$16,692 50
Reserve Funds (Insurance).....	\$21,567 85
Miscellaneous Temporary Debits:	
Temporary advances to associated companies.....	\$131 94
Prepayments	1,494 30
Other suspense	16,456 79
Total deferred debit items.....	\$8,083 03
Total Assets	\$587,734 96

¹ Unamortized amount of a total of \$7,000, representing finance charge of \$500 per bus on 14 buses.

Jamaica Buses, Inc.

BALANCE SHEET AS OF JUNE 30, 1934—*Concluded*

LIABILITIES AND CAPITAL

Common Stock	¹ \$200,000 00
Funded Debt:	
Equipment Obligations	\$294,279 00
Unfunded Debt:	
Taxes accrued	\$9,630 37
Working advances due associated companies.....	23,120 97
Miscellaneous loans and bills payable.....	5,816 25
Miscellaneous accounts payable.....	15,561 97
Interest accrued	468 51
Due for wages and salaries.....	3,780 99
Total unfunded debt.....	\$58,379 06
Reserves:	
Injuries and damages reserve.....	\$22,828 59
Suspense—Unearned passenger revenue.....	\$824 55
Corporate Surplus	\$11,423 76
Total Liabilities and Capital.....	\$587,734 96

Fixed Capital

	Balance at June 30, 1934
Intangible:	
Organization	\$16,115 54
Equipment:	
Passenger buses	511,237 65
Service cars	17,705 15
Shop and garage equipment.....	5,311 99
Furniture and office equipment.....	7,837 55
Miscellaneous transportation equipment.....	2,293 28
Total	\$560,501 16

¹ All held by Jamaica Central Railways, Inc.

Jamaica Buses, Inc.*Income Statement*

	Year Ended June 30, 1934
Operating Revenues:	
Passenger revenue	\$397,548 05
Chartered bus revenue.....	542 50
Miscellaneous transportation revenue.....	1 70
Advertising	1,400 00
Total Operating Revenues.....	\$399,492 25
Operating Expenses:	
Maintenance of plant and equipment—expended.....	\$33,358 97
Maintenance of plant and equipment—reserved.....	53,680 32
Garage operation and fuel.....	54,676 70
Operation of buses.....	94,655 77
Traffic promotion	3,721 18
Injuries to persons and property.....	33,693 84
Administrative and general expenses.....	48,673 77
Total Operating Expenses.....	\$322,460 55
Taxes	47,524 93
Total Revenue Deductions.....	\$369,985 48
Operating Income	\$29,506 77
Non-Operating Income	765 00
Gross Income	\$30,271 77
Deductions from Gross Income:	
Rent of shops and garages.....	\$7,807 66
Interest accrued	9,672 54
Other deductions	1,1367 81
Total Deductions from Gross Income.....	\$18,848 01
Net Corporate Income.....	\$11,423 76

<i>Taxes</i>		
CLASS OF TAX	Amount accrued	Amount paid
Local:		
Franchise tax on earnings.....	\$19,678 09	\$17,300 32
Emergency tax of 1½% on gross earnings....	5,679 04	2,343 28
State:		
Motor vehicle licenses.....	373 22	816 57
Franchise tax on gross earnings.....	2,024 61	.....
Franchise tax on capital stock.....	82 50	200 31
Gasoline tax	11,105 25	11,105 25
Federal:		
Income tax	4,270 00	.....
Gasoline tax	3,987 51	3,987 51
Other	324 71	715 30
Total	\$47,524 93	\$36,468 54

¹ Consists of: \$824.60, payment to Brooklyn & Queens Transit in connection with Traffic Agreement for service on Jamaica Avenue; and \$543.21, amortization of finance charges on 14 buses (\$500 per bus) to be amortized over the period of deferred payments.

Jamaica Buses, Inc.*Operating Expenses*

Maintenance of Plant and Equipment:

Superintendence of plant and equipment.....	\$7,867 00
Repairs of buildings, fixtures and grounds.....	19 67
Repairs of passenger bus bodies.....	4,364 97
Repairs of passenger bus chassis and motors.....	7,611 22
Tires and tubes.....	10,007 12
Repairs of shop, garage and misc. transp. equipment.....	34 45
Repairs and operation of service equipment.....	55 19
Miscellaneous shop expenses.....	3,399 35
Depreciation of plant and equipment.....	53,680 32

Total	\$87,039 29
-------------	-------------

Garage Operation and Fuel:

Garage employees	\$20,178 39
Garage supplies and expenses.....	4,100 72
Fuel for revenue vehicles.....	28,837 27
Lubricants for revenue vehicles.....	1,560 32

Total	\$54,676 70
-------------	-------------

Operation of Buses:

Superintendence of transportation.....	\$22,682 74
Bus operators	66,153 96
Road expense	2,394 64
Other transportation employees.....	978 25
Other transportation expenses.....	2,446 18

Total	\$94,655 77
-------------	-------------

Traffic Promotion:

Advertising	\$3,721 18
-------------------	------------

Injuries to Persons and Property:

Carried to reserve.....	\$22,828 59
Injuries and damages:	
Claim department expenses.....	3,644 86
Medical expenses	549 00
Other injuries and damages.....	2,633 15
Other injuries and damages expenses.....	2,067 97
Law expenses in connection with damages:	
Salaries and expenses of attorneys.....	1,916 00
Court costs and expenses.....	41 65
Law printing	12 62

Total	\$33,693 84
-------------	-------------

Administrative and General Expenses:

Salaries and expenses of general officers.....	\$11,732 51
Salaries and expenses of general office clerks.....	7,057 20
General office supplies and expenses.....	2,506 48
General law expenses.....	7,909 59
General stationery and printing.....	158 99
General amortization	324 48
Insurance	12,018 78
Storeroom labor and expenses.....	1,414 03
Miscellaneous general expenses.....	5,551 71

Total	\$48,673 77
-------------	-------------

Grand total—Operating Expenses.....	\$322,460 55
-------------------------------------	--------------

Jamaica Buses, Inc.
Traffic Statistics for Period November 12, 1933 to June 30, 1934
Summary by Months

MONTH	REVENUE PASSENGERS				Transfers collected	Passenger bus hours (active and idle)	Bus-seat miles (active)	Bus trips (round)	PASSENGER BUS MILES			Special passenger bus miles
	Regular passenger earnings	Number each month	Greatest number in one day	Active					Idle	Total		
November 12-30, 1933.	\$14,095 40	281,908	34,150	12,433	4,290	1,598,350	4,502	49,588	81	49,669		
December.....	51,102 20	1,022,044	41,267	67,121	16,122	5,283,000	16,987	147,557	310	147,867		21
January, 1934.....	51,065 15	1,021,303	38,365	81,140	16,523	5,654,910	18,261	157,463	212	157,675		90
February.....	51,553 35	1,031,067	46,262	82,620	16,279	5,156,210	17,041	142,828	51	142,879		6
March.....	59,740 00	1,194,800	46,663	93,039	17,995	6,041,330	19,876	167,593	25	167,618		9
April.....	55,505 15	1,110,103	43,167	90,273	16,828	5,728,000	18,898	159,029	26	159,055		150
May.....	58,697 70	1,173,954	43,002	96,239	17,598	6,147,328	19,626	166,144	18	166,162		355
June.....	55,789 10	1,115,782	44,247	90,094	16,906	5,949,304	18,893	160,792	12	160,804		1,393
Total.....	\$397,548 05	7,950,961		612,959	122,541	41,558,432	134,087	1,150,994	735	1,151,729		2,024

Passenger Movement by Routes

DESIGNATION OF ROUTE	Length of route (miles)	Average maximum number of buses operated per day	Bus trips (round)	Passenger bus miles (active)	Bus-seat miles (active)	Passenger bus hours	Revenue passengers (at 5 cents)	PASSENGER RECEIPTS		
								Transfers collected	Amount	Per bus mile (cents)
Jamaica Avenue (Route A) ¹ ..	4.30	19	61,433	425,719	16,643,167	54,132	3,274,595	272,846	\$163,729 75	38.46
Liberty Avenue (Route C) ¹ ..	3.94	9	35,364	245,255	9,604,889	28,098	2,036,368	239,937	101,818 40	41.52
Far Rockaway (Routes B & D) ²	9.82	12	37,290	480,020	15,310,376	40,311	2,639,998	100,176	131,999 90	27.50
Total.....	17.56	40	134,087	1,150,994	41,558,432	122,541	7,950,961	612,959	\$397,548 05	34.54

¹ Commenced operation November 26, 1933.

² Commenced operation November 12, 1933.

Jamaica Buses, Inc.

Rolling Stock.—Company reports as available for service at June 30, 1934, 54 Passenger Buses, of which 5 are owned and 49 pledged under chattel mortgages; seating capacity, 1,956; and 1 Snow Plow and 6 non-revenue automobiles.

Accident to Persons.—Company reports 15 serious and 45 minor injuries; total, 60, of which 45 were to passengers, 10 to employees, and 5 to others.

Employees and Wages

OCCUPATION	Number at close of year	Compensation, November 12, 1933 to June 30, 1934
General:		
General officers	7	\$22,357 16
Managers, superintendents, etc.....	1	2,444 44
Lawyers	2	8,666 66
Clerks and bookkeepers.....	7	6,337 15
Stenographers and typists.....	3	2,693 33
Janitors and watchmen.....	1	256 66
Messengers and others.....	2	1,089 00
Storekeepers and storeclerks.....	1	1,056 00
Transportation:		
Inspectors	10	11,866 68
Starters	1	1,142 40
Dispatchers	2	3,072 00
Operators	97	66,153 96
Shops and Garages:		
Foremen	5	6,272 00
Car cleaners	10	6,385 50
Garage men	5	5,012 98
Carpenters	1	626 00
Machinists	1	1,044 48
Electricians	1	975 00
Painters	1	432 00
Mechanics, automobile	10	9,590 00
Other shop employees.....	3	2,376 00
Total	171	\$159,849 40

Officers.—President and General Manager, William E. Ross; Vice-President, Francis T. Pender; Secretary and Treasurer, Fred C. Harris; Assistant Secretary and Claim Agent, William A. Mithren; Auditor, John Browne; Attorney, Harold J. Cloutman; Chief Engineer, A. G. W. Brown; General Purchasing Agent, Harry Weissmann.

Directors.—H. P. Williams, P. A. Rowley, William E. Ross, Francis T. Pender, R. M. Catherine, William M. Greene, Frank K. Fox, G. S. Braislin, Fred C. Harris.

Main Business Office.—107-16 New York Avenue, Jamaica, N. Y.

Report verified by William E. Ross, President, September 28, 1934.

KINGS COACH COMPANY

Incorporated September 29, 1924. [Operation was begun November 28, 1931.] Effective December 30, 1932, the Company obtained a Franchise Contract for one year from the City of New York for Route Q-29, in Queens, 4.5 miles, and a Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission, effective June 19, 1933.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$9,211 81	Fixed Capital—Gross Investment.....	\$18,872 88
928 18	Less Accrued amortization of capital.....	6,984 02
<u>\$8,283 63</u>	Fixed capital—net investment.....	<u>\$11,888 86</u>
	Current Assets:	
\$1,004 71	Cash	\$19 93
5,762 13	Loans and bills receivable.....	5,961 57
11,776 29	Accounts receivable.....	
3,719 66	Materials and supplies.....	1,879 50
<u>\$22,262 79</u>	Total current assets.....	<u>\$7,861 00</u>
	Special Deposits:	
\$3,000 00	Deposited with City of New York.....	\$3,000 00
40 00	Other special deposits.....	40 00
<u>\$3,040 00</u>	Total special deposits.....	<u>\$3,040 00</u>
	Miscellaneous Temporary Debits:	
\$648 80	Prepayments	\$1,548 93
<u>\$34,235 22</u>	Total Assets.....	<u>\$24,338 79</u>
	LIABILITIES AND CAPITAL	
\$5,000 00	Capital Stock	\$5,000 00
	Unfunded Debt:	
\$821 82	Taxes accrued.....	\$2,536 93
710 61	Miscellaneous loans and bills payable.....	1,746 45
1,974 30	Miscellaneous accounts payable.....	3,156 44
<u>\$3,506 73</u>	Total unfunded debt.....	<u>\$7,439 82</u>
\$650 00	Suspense—Contribution for Extension.....	
<u>\$24,966 22</u>	Contribution for Working Capital, etc.....	<u>\$13,189 93</u>
\$112 27	Corporate Surplus or (D) Deficit.....	D \$1,290 96
<u>\$34,235 22</u>	Total Liabilities and Capital.....	<u>\$24,338 79</u>

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Balance at June 30, 1934
Passenger buses	\$9,561 07	\$16,037 88
Service cars	100 00	1,050 00
Shop and garage equipment.....		1,625 00
Furniture and office equipment.....		160 00
<u>Total</u>	<u>\$9,661 07</u>	<u>\$18,872 88</u>

Kings Coach Company
Income Statement

		Year Ended June 30, 1934
Operating Revenues:		
Passenger revenue		\$86,940 82
Advertising		220 00
Total Operating Revenues.....		\$87,160 82
Operating Expenses:		
Maintenance of Plant and Equipment:		
Repairs of passenger bus bodies.....	\$1,411 86	
Repairs of passenger bus chassis and motors.....	4,887 47	
Tires and tubes.....	2,031 29	
Repairs and operation of service equipment.....	83 30	
Miscellaneous shop expenses.....	5,559 43	
Depreciation of plant and equipment.....	6,055 84	
		\$20,029 19
Garage Operation and Fuel:		
Garage employees	\$1,515 50	
Garage supplies and expenses.....	903 53	
Fuel for revenue vehicles.....	7,696 32	
Lubricants for revenue vehicles.....	1,064 77	
		11,180 12
Operation of Buses:		
Superintendence of transportation.....	\$2,646 70	
Bus drivers and conductors.....	20,883 80	
Other transportation expenses.....	173 45	
		23,703 95
Traffic Promotion:		
Advertising		297 85
Administrative and General Expenses:		
Salaries and expenses of general officers....	\$4,561 07	
Salaries and expenses of general office clerks.....	1,895 22	
General office supplies and expenses.....	35 82	
General law expenses.....	1,630 00	
General stationery and printing.....	176 72	
Insurance	7,753 68	
Miscellaneous general expenses.....	539 33	
		16,591 84
Total Operating Expenses.....		\$71,802 95
Taxes:		
Local—Franchise tax on earnings.....	\$8,716 08	
Emergency tax of 1½%.....	1,145 87	
Fire Department permits.....	62 81	
State—Motor vehicle licenses.....	333 30	
Franchise tax on gross earnings.....	435 83	
Franchise tax on capital stock.....	10 00	
Gasoline tax	2,838 78	
Federal—Gasoline tax	1,161 84	
Other taxes	91 23	
		14,795 74
Total Revenue Deductions.....		\$86,598 69
Operating Income		\$562 13
Non-Operating Income—Interest		162 50
Gross Income		\$724 63
Deductions from Gross Income:		
Rent of garage.....	\$1,971 55	
Interest	156 31	
		2,127 86
Net Corporate Income or (D) Loss.....		D \$1,403 23

Kings Coach Company

Rolling Stock.—Company reports 11 Passenger Buses owned and available for service at June 30, 1934; total seating capacity, 283. Company also reports 2 service cars.

Passenger Movement

	Year Ended June 30, 1934
Length of route (Q-29).....	4.0
Average maximum number of buses per day.....	10
Number of bus trips (round).....	48,723
Revenue bus miles.....	396,152
Active	389,780
Idle	6,372
Bus seat miles—active.....	9,976,660
Revenue bus hours—active and idle.....	41,860
Revenue passengers (at 5 cents).....	1,738,816

Employees and Wages

OCCUPATION	Number at close of year	Total compensation
General:		
General officers	2	\$4,561 07
Lawyers	1	1,630 00
Clerks and bookkeepers.....	1	1,300 00
Transportation:		
Starters	2	2,232 50
Operators	16	20,883 80
Shops and Garages:		
Car cleaners	1	1,170 00
Garage men	1	345 50
Mechanics, automobile	3	4,349 40
Other shop employees.....	1	624 00
Total	28	\$37,096 27

Officers.—President, James C. Holmes; Vice-President, Albert V. Holmes; Secretary, Roland E. Holmes.

Directors.—James C. Holmes, Albert V. Holmes, Roland E. Holmes.

Main Business Office.—8206 Central Avenue, Glendale, L. I.

Report verified by Roland E. Holmes, Secretary, September 29, 1934.

THE LIBERTY BUS TRANSPORTATION CORPORATION, INC.

Incorporated September 18, 1924. Effective January 30, 1933,* the Company obtained a Franchise Contract for one year from the City of New York for Route Q-11, in Queens, 7.0 miles. A Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective March 21, 1933.

On April 15, 1934, the route was extended from Howard Beach to Hamilton Beach, a distance of 0.9 miles.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$45,713 24	Fixed Capital—Gross Investment.....	\$52,517 82
9,134 95	Less Accrued amortization of capital.....	36,850 85
\$36,578 29	Fixed capital—net investment.....	\$15,666 97
	Current Assets:	
\$31,446 63	Cash	\$33,729 18
790 93	Accounts receivable.....	935 63
570 50	Materials and supplies.....	782 80
\$32,808 06	Total current assets.....	\$35,447 61
	Special Deposits:	
\$3,000 00	Deposit with City of New York.....	\$3,000 00
	Miscellaneous Temporary Debits:	
\$906 18	Prepayments	\$1,718 18
185 40	Other suspense.....	90 15
\$1,091 58	Total deferred debit items.....	\$1,808 33
\$73,477 93	Total Assets.....	\$55,922 91
	LIABILITIES AND CAPITAL	
\$51,800 00	Capital Stock.....	\$51,800 00
	Unfunded Debt:	
\$2,774 31	Taxes accrued.....	\$5,629 54
8,000 00	Miscellaneous loans and bills payable.....	.....
3,980 32	Miscellaneous accounts payable.....	9,157 46
212 66	Due for wages and salaries.....	.....
\$14,967 29	Total unfunded debt.....	\$14,787 00
\$6,710 64	Corporate Surplus or (D) Deficit.....	D \$10,664 09
\$73,477 93	Total Liabilities and Capital.....	\$55,922 91

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Balance at June 30, 1934
Organization	\$851 95	\$5,000 00
Passenger buses	5,686 19	46,967 91
Shop and garage equipment.....	126 44	150 94
Furniture and office equipment.....	140 00	398 97
Total	\$6,804 58	\$52,517 82

* The testimony in Hearing of February 20, 1933, in Case 3089 stated that line had been in operation "about twelve years".

The Liberty Bus Transportation Corporation, Inc.

Income Statement

		Year Ended June 30, 1934
Operating Revenues:		
Passenger revenue		\$179,604 11
Chartered bus revenue.....		159 40
Advertising		971 80
Total Operating Revenues.....		<u>\$180,735 31</u>
Operating Expenses:		
Maintenance of Plant and Equipment:		
Repairs of passenger bus bodies.....	\$1,006 57	
Repairs of passenger bus chassis and motors.....	12,854 72	
Tires and tubes.....	4,194 43	
Depreciation of plant and equipment.....	23,271 58	\$41,327 30
Garage Operation and Fuel:		
Garage employees	\$2,122 41	
Garage supplies and expenses.....	3,666 02	
Fuel for revenue vehicles.....	12,099 00	
Lubricants for revenue vehicles.....	1,415 59	19,303 02
Operation of Buses:		
Superintendence of transportation.....	\$15,105 53	
Bus drivers and conductors.....	44,333 75	
Road expense	599 65	
Other transportation expenses.....	517 43	60,556 36
Traffic Promotion:		
Advertising		130 00
Injuries to Persons and Property:		
Salaries and expenses of attorneys.....	\$750 00	
Law printing	37 50	787 50
Administrative and General Expenses:		
Salaries and expenses of general officers.....	\$21,074 90	
Salaries and expenses of general office clerks.....	4,035 73	
General office supplies and expenses.....	76 41	
General law expenses.....	889 30	
General stationery and printing.....	69 50	
General amortization	3,333 24	
Insurance	16,188 61	
Miscellaneous general expenses.....	10 00	45,677 69
Total Operating Expenses.....		<u>\$167,781 87</u>
Taxes:		
Local—Franchise tax on earnings.....	\$18,059 70	
Emergency tax of 1½% on gross earnings	2,290 37	
State—Motor vehicle licenses.....	547 35	
Franchise tax on gross earnings.....	874 98	
Franchise tax on capital stock.....	225 00	
Gasoline tax	4,889 04	
Federal—Income tax	1,225 02	
Gasoline tax	1,982 46	
Other	125 00	30,218 92
Total Revenue Deductions.....		<u>\$198,000 79</u>
Operating Income		D \$17,265 48
Deductions from Gross Income:		
Interest		52 00
Net Corporate Income or (D) Loss.....		<u><u>D \$17,317 48</u></u>

The Liberty Bus Transportation Corporation, Inc.

Rolling Stock.—Company reports 17 Passenger Buses owned and available for service at June 30, 1934; aggregate seating capacity, 458.

Passenger Movement

	Year Ended June 30, 1934
Length of route (Q-11)	7.9
Average maximum number of buses per day	14
Number of regular bus trips (round)	49,593
Revenue bus miles	758,866
Active	723,366
Idle	35,500
Bus seat miles—active	19,529,845
Revenue bus hours	75,770
Revenue passengers (at 5 cents)	3,592,082

Accidents to Persons.—Company reports 1 serious and 11 minor injuries; total, 12, of which 10 were to passengers, 1 to employee and 1 to others.

Employees and Wages

OCCUPATION	Number at close of year	Total compensation
General:		
General officers	6	\$26,082 58
Managers, superintendents, etc.	4	14,892 49
Clerks and bookkeepers	2	4,015 73
Transportation:		
Inspectors	3	3,290 46
Starters	1	1,815 00
Operators	38	34,242 80
Shops and Garages:		
Car cleaners	2	2,107 81
Mechanics, automobile	3	4,069 96
Total	59	\$90,516 83

Officers.—President, George F. Mack; Vice-President, Riccardo Moscolo; Secretary, Richard F. Mack; Treasurer and Assistant Secretary, Anthony Pupino; General Manager, John J. Mack.

Directors.—George F. Mack, John J. Mack, Richard F. Mack, Anthony Pupino, Riccardo Moscolo.

Main Business Office.—107-10 Jamaica Avenue, Richmond Hill, N. Y.

Report verified by George F. Mack, President, September 29, 1934.

LUND COACH COMPANY, INC.

Incorporated February 15, 1932. Effective January 12, 1933*, the Company obtained a Franchise Contract for one year from the City of New York for Route Q-32, in Queens, 1.8 miles. A Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective April 1, 1933.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
¹ \$5,449 07	Fixed Capital—Gross Investment.....	¹ \$5,449 07
1,494 27	Less Accrued amortization of capital.....	2,010 39
<u>\$3,954 80</u>	Fixed capital—net investment.....	<u>\$3,438 68</u>
<u>\$1,372 25</u>	Current Assets:	
	Cash	\$2,929 27
<u>\$3,000 00</u>	Special Deposits:	
	Deposited with City of New York.....	\$3,000 00
<u>\$8,327 05</u>	Total Assets.....	<u>\$9,367 95</u>
	LIABILITIES AND CAPITAL	
<u>\$2,500 00</u>	Capital Stock.....	<u>\$2,500 00</u>
	Unfunded Debt:	
\$97 44	Taxes accrued.....	\$540 82
.....	Miscellaneous accounts payable.....	150 00
650 00	Due for wages and salaries.....	1,950 00
<u>\$747 44</u>	Total unfunded debt.....	<u>\$2,640 82</u>
<u>\$5,079 61</u>	Corporate Surplus.....	<u>\$4,227 13</u>
<u>\$8,327 05</u>	Total Liabilities and Capital.....	<u>\$9,367 95</u>

Income Statement

	Year Ended June 30, 1934
Operating Revenues:	
Passenger revenue	\$12,089 90
Advertising	4 20
Total Operating Revenues.....	<u>\$12,094 10</u>
Operating Expenses:	
Maintenance of Plant and Equipment:	
Repairs of passenger buses.....	\$1,470 48
Tires and tubes.....	200 53
Miscellaneous shop expenses.....	215 08
Depreciation of plant and equipment.....	516 12
	<u>\$2,402 21</u>
Garage Operation and Fuel:	
Fuel and lubricants for revenue vehicles.....	1,235 74
Operation of Buses:	
Bus operators	3,012 00
Administrative and General Expenses:	
Salaries and expenses of general officers....	\$1,300 00
General law expenses.....	250 00
Insurance	1,371 38
Miscellaneous general expenses.....	78 65
	<u>3,000 03</u>
Total Operating Expenses.....	<u>\$9,649 98</u>

* The testimony in Hearing of February 8, 1933, in Case 3085 stated that the line had been in operation "for nearly three years".

¹ Revenue buses, \$4,130; Other service equipment, \$1,319.07.

Lund Coach Company, Inc.
Income Statement—Concluded

		Year Ended June 30, 1934
Taxes:		
Local—Franchise tax on earnings.....	\$1,209 44	
Emergency tax of 1½% of gross earnings	155 23	
State—Gasoline tax	344 34	
Other taxes	123 54	
Federal—Gasoline tax	114 78	
Other taxes	4 64	\$1,951 97
Total Revenue Deductions.....		\$11,601 95
Net Corporate Income.....		\$492 15

Rolling Stock.—Company reports 3 Passenger Buses owned and available for service at June 30, 1934; total seating capacity, 72.

Passenger Movement

	Year Ended June 30, 1934
Length of route (Q-32).....	1.8
Average maximum number of buses per day.....	2
Number of regular bus trips (round).....	14,367
Revenue bus miles.....	53,968
Active	50,683
Idle	3,285
Bus seat miles—active.....	1,216,392
Revenue bus hours.....	7,497
Revenue passengers (at 5 cents).....	241,798

Officers.—President, John P. Lund; Vice-President, Thomas Ferguson; Secretary and Treasurer, Viola M. Lund.

Directors.—John P. Lund, Viola M. Lund, Thomas Ferguson.

Main Business Office.—9255-220th Street, Queens Village, N. Y.

Report verified by Viola M. Lund, Treasurer, July 23, 1934.

MUNICIPAL MOTORBUS COMPANY, INC.

Incorporated June 18, 1932. Effective January 30, 1933, the Company obtained a Franchise Contract for one year from the City of New York for Route Q-33 in Queens, 3.0 miles. A Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective March 14, 1933.

By authorization in Case 3144, dated September 20, 1933, the Company issued 100 shares of capital stock without par value, book value, \$3,564.97; and promissory notes due June 30, 1935, \$7,394.86, in payment of loans made by the officers for the acquisition of motor buses.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$34,628 46	Fixed Capital—Gross Investment.....	\$18,628 92
3,532 41	Less Accrued amortization of capital.....	4,056 72
<u>\$31,096 05</u>	Fixed capital—net investment.....	<u>\$14,572 20</u>
	Current Assets:	
\$7,844 66	Cash	\$17,281 67
269 50	Loans and bills receivable.....	70 00
79 25	Materials and supplies.....	63 40
<u>\$8,193 41</u>	Total current assets.....	<u>\$17,415 07</u>
	Special Deposits:	
\$3,000 00	Deposited with City of New York.....	\$3,000 00
	Miscellaneous Temporary Debits:	
\$1,114 26	Prepayments	\$1,306 48
.....	Other suspense.....	135 55
<u>\$1,114 26</u>	Total deferred debit items.....	<u>\$1,442 03</u>
<u>\$43,403 72</u>	Total Assets.....	<u>\$36,429 30</u>
	LIABILITIES AND CAPITAL	
\$3,564 97	Capital Stock.....	\$3,564 97
	Funded Debt:	
\$23,425 71	Equipment Obligations.....	\$7,400 75
	Unfunded Debt:	
\$742 86	Taxes accrued.....	\$2,217 36
2,118 14	Miscellaneous accounts payable.....	2,239 72
.....	Due for wages and salaries.....	563 55
<u>\$2,861 00</u>	Total unfunded debt.....	<u>\$5,020 63</u>
\$314 92	Reserve for Compensation Insurance.....	\$56 95
<u>\$13,237 12</u>	Corporate Surplus.....	<u>\$20,386 00</u>
<u>\$43,403 72</u>	Total Liabilities and Capital.....	<u>\$36,429 30</u>

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance June 30, 1934
Passenger buses.....	.....	¹ \$16,217 83	\$17,414 93
Service cars.....	.....	.....	310 00
Other service equipment.....	.....	.....	75 00
Shop and garage equipment.....	\$210 79	.....	513 59
Furniture and office equipment.....	7 50	.....	315 40
Total	<u>\$218 29</u>	<u>\$16,217 83</u>	<u>\$18,628 92</u>

¹ Includes \$298.27, adjustment of finance charge previously included in cost of Passenger buses.

Municipal Motorbus Company, Inc.

Income Statement

		Year Ended June 30, 1934
Operating Revenues:		
Passenger revenue		\$83,229 60
Chartered bus revenue.....		160 00
Advertising		653 02
Total Operating Revenues.....		\$84,042 62
Operating Expenses:		
Maintenance of Plant and Equipment:		
Repairs of passenger bus bodies.....	\$1,631 62	
Repairs of passenger bus chassis and motors.	5,105 81	
Tires and tubes.....	1,826 52	
Depreciation of plant and equipment.....	3,106 74	\$11,670 69
Garage Operation and Fuel:		
Garage employees	\$2,563 90	
Garage supplies and expenses.....	225 78	
Fuel for revenue vehicles.....	5,808 01	
Lubricants for revenue vehicles.....	592 08	9,189 77
Operation of Buses:		
Superintendence of transportation.....	\$1,543 00	
Bus operators	14,648 10	16,191 10
Traffic Promotion:		
Advertising		401 25
Injuries to Persons and Property.....		296 00
Administrative and General Expenses:		
Salaries and expenses of general officers....	\$5,205 20	
General office supplies and expenses.....	1,648 48	
General law expenses.....	2,902 00	
General stationery and printing.....	25 25	
Insurance	8,951 84	18,732 77
Total Operating Expenses.....		\$56,481 58
Taxes:		
Local—Franchise tax on earnings.....		
Emergency tax of 1½% on gross earnings	\$8,388 72	
	649 38	
State—Motor vehicle licenses.....		
Franchise tax on gross earnings.....	471 65	
Franchise tax on capital stock.....	552 83	
Gasoline tax	24 55	
Gasoline tax	2,157 90	
Other	36	
Federal—Income tax		
Gasoline tax	1,156 48	
Gasoline tax	719 30	
Bank checks	25 10	14,146 27
Total Revenue Deductions.....		\$70,627 85
Operating Income		\$13,414 77
Non-Operating Income—Interest		280 19
Gross Income		\$13,694 96
Deductions from Gross Income:		
Rent of garages.....	\$1,951 20	
Interest in Equipment Obligations.....	425 18	2,376 38
Net Corporate Income.....		\$11,318 58

Municipal Motorbus Company, Inc.

Rolling Stock.—Company reports 8 Passenger Buses available for service at June 30, 1934, aggregate seating capacity, 192. The Company also reports 2 service cars.

Passenger Movement

	Year Ended June 30, 1934
Length of route (Q-33).....	3.0
Average maximum number of buses per day.....	7
Number of regular bus trips (round).....	46,181
Revenue bus miles.....	297,571
Active	276,584
Idle	20,957
Special	30
Bus seat miles—active.....	6,084,848
Revenue bus hours.....	33,057
Active and idle.....	33,037
Special	20
Revenue passengers (at 5 cents).....	1,664,592

Employees and Wages

OCCUPATION	Number at close of year	Total compensation
General:		
General officers	2	\$5,205 20
Clerks and bookkeepers.....	1	1,035 00
Transportation:		
Starters	1	1,543 00
Operators	18	14,648 10
Shops and Garages:		
Garage men	2	2,563 90
Mechanics, automobile	2	2,800 00
Total	26	\$27,795 20

Officers.—President and Treasurer, Archie Fortunato; Vice-President, R. C. Kerwick; Secretary, Josephine Fortunato.

Directors.—Archie Fortunato, Josephine Fortunato, Richard C. Kerwick.

Main Business Office.—106-48 156th Street, Jamaica, N. Y.

Report verified by Archie Fortunato, President, September 5, 1934.

NASSAU BUS LINE, INC.

Incorporated December 2, 1920 under the Transportation Laws of the State of New York. The Company operated two routes in Queens under a Franchise Contract granted by the City of New York and a Certificate of Public Convenience and Necessity granted by the Transit Commission for a period of five years to August 4, 1932. On February 1, 1933 the Commission granted a Certificate of Public Convenience and Necessity for a period not longer than ten years from August 4, 1932.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$114,650 87	Fixed Capital—Gross Investment.....	\$113,566 15
78,543 86	Less Accrued amortization of capital.....	76,907 64
<u>\$36,107 01</u>	Fixed capital—net investment.....	<u>\$36,658 51</u>
.....	Miscellaneous Investments.....	<u>\$4,861 23</u>
	Current Assets:	
\$358 60	Cash	\$488 78
515 00	Accounts receivable.....	810 00
748 30	Materials and supplies.....	1,346 59
<u>\$1,621 90</u>	Total current assets.....	<u>\$2,645 37</u>
	Special Deposits:	
\$4,861 23	Deposit, Town of Hempstead.....	.....
1,000 00	Deposit, City of New York.....	\$1,000 00
<u>\$5,861 23</u>	Total special deposits.....	<u>\$1,000 00</u>
.....	Insurance Reserve Fund.....	<u>\$3,261 20</u>
	Miscellaneous Temporary Debits:	
\$1,602 40	Prepayments	\$940 63
1,167 36	Other suspense.....	.....
<u>\$2,769 76</u>	Total deferred debit items.....	<u>\$940 63</u>
<u>\$46,359 90</u>	Total Assets.....	<u>\$49,366 94</u>
	LIABILITIES AND CAPITAL	
\$38,000 00	Capital Stock.....	\$38,000 00
	Unfunded Debt:	
\$508 79	Taxes accrued.....	\$465 59
.....	Workmen's compensation.....	116 79
1,739 00	Miscellaneous loans and bills payable.....	3,009 01
2,617 76	Miscellaneous accounts payable.....	2,362 84
21 37	Due for wages and salaries.....	21 37
103 67	Other unfunded debt.....	.....
<u>\$4,990 59</u>	Total unfunded debt.....	<u>\$5,975 60</u>
.....	Insurance Reserve	<u>\$1,089 20</u>
\$3,369 31	Corporate Surplus	<u>\$4,302 14</u>
<u>\$46,359 90</u>	Total Liabilities and Capital.....	<u>\$49,366 94</u>

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance at June 30, 1934
Organization			\$26,609 75
Passenger buses.....	\$6,155 57	\$11,064 58	80,532 05
Service cars	1,535 00	783 50	1,535 00
Other service equipment.....	2,025 00	.....	686 50
Shop and garage equipment.....	820 00	.....	3,642 56
Furniture and office equipment.....	83 79	.....	416 29
Miscellaneous transportation equipment	144 00	.....	144 00
Total	<u>\$10,763 36</u>	<u>\$11,848 08</u>	<u>\$113,566 15</u>

Nassau Bus Line, Inc.

Income Statement

	Amount for year	Increase or (D) decrease
Operating Revenues:		
Passenger revenue	\$95,164 15	D \$3,511 00
Contract with Woodmere High School.....	3,680 00	D 20 00
Chartered bus revenues.....	35 00	D 155 00
Advertising		D 250 00
Total	\$98,879 15	D \$3,936 00
Operating Expenses:		
Maintenance of Plant and Equipment:		
Repairs of passenger bus bodies...	\$1,535 49	
Repairs of passenger bus chassis and motors	9,655 76	
Tires and tubes.....	1,439 02	
Depreciation of plant and equip- ment	10,211 86	\$22,842 13
Garage Operation and Fuel:		
Garage employees	\$1,540 00	
Garage supplies and expenses....	618 67	
Fuel for revenue vehicles.....	6,859 35	
Lubricants for revenue vehicles..	310 67	9,328 69
Operation of Buses:		
Superintendence of transportation	\$3,180 00	
Bus operators	32,573 24	
Station expenses	340 00	
Other transportation expenses....	130 83	36,224 07
Traffic Promotion:		
Advertising	76 50	D 173 92
Administrative and General:		
Salaries and expenses of general officers	\$7,800 00	
Salaries and expenses of general office clerks	3,008 77	
General office supplies and expenses	1,328 37	
General law expenses.....	265 00	
Insurance	6,318 24	
Miscellaneous general expenses...	934 01	19,654 39
Total Operating Expenses.....	\$88,125 78	D \$575 06
Taxes:		
Local—Franchise tax on earnings...	\$1,218 61	
Emergency tax of 1½%....	138 94	
Payments to Long Island towns	775 00	
State—Motor vehicle licenses.....	252 17	
Franchise tax on gross earn- ings	491 08	
Franchise tax on capital stock	112 83	
Gasoline tax	2,893 01	
Federal—Gasoline tax	964 34	
Capital stock tax.....	75 00	
Check tax	38 32	6,959 30
Total Revenue Deductions.....	\$95,085 08	D \$226 66
Operating Income	\$3,794 07	D \$3,709 34
Non-Operating Income (Interest).....	40 00	.....
Gross Income	\$3,834 07	D \$3,709 34
Deductions from Gross Income:		
Rent of garage.....	\$5,300 00	D \$1,026 90
Rent of buses.....		D 3,721 19
Interest on unfunded debt.....	4 64	D 267 21
Total Deductions from Gross Income.....	\$5,304 64	D \$5,015 30
Net Corporate Income or (D) loss.....	D \$1,470 57	\$1,305 96

Nassau Bus Line, Inc.

Traffic Statistics

Summary by Months

MONTH	Regular passenger bus earnings	Revenue from High School	Bus Hours			Bus trips (round)	Bus Miles		
			Revenue passengers and idle	Passenger (active)	School		Bus-seat miles (active)	Passen- ger (active)	School
July, 1933.....	\$11,704 00	.....	148,111	4,401	.....	4,708	1,292,182	44,558	.....
August.....	11,619 40	.....	146,335	4,383	.....	4,736	1,296,938	44,722	.....
September.....	8,394 15	\$340 00	111,034	4,038	204	4,181	1,178,328	40,632	425
October.....	6,740 00	400 00	94,830	3,592	240	3,600	1,065,344	36,136	600
November.....	6,214 60	400 00	88,026	3,510	240	3,479	996,576	34,992	600
December.....	6,506 30	300 00	92,566	3,573	180	3,563	1,054,904	35,926	450
January, 1934.....	6,067 80	420 00	87,815	3,582	252	3,575	1,061,690	35,980	630
February.....	6,798 15	300 00	94,599	3,173	108	3,078	919,474	31,076	450
March.....	7,156 15	420 00	101,974	3,591	128	3,580	1,060,994	35,956	630
April.....	6,924 45	340 00	97,828	3,465	102	3,460	1,024,860	34,830	510
May.....	7,667 50	440 00	107,700	3,663	142	3,708	1,086,224	36,796	660
June.....	9,371 65	320 00	126,091	3,942	103	4,190	1,177,458	40,122	480
Total.....	\$95,164 15	\$3,680 00	1,296,909	44,913	1,699	45,858	13,214,972	451,726	5,435

Passenger Movement by Routes

ROUTE	Length of route (miles)	Bus trips (round)	Bus miles (active)	Bus hours			REVENUE PASSENGERS			Passenger revenue
				Bus hours (active and idle)	At 5 cents	At 10 cents	At 15 cents	At 20 cents	At 25 cents	
Lynbrook to Far Rockaway...	6.2	25,601	305,980	29,763	785,222	209,260	41,328	13,834	20,733	\$74,336 35
Far Rockaway to Atlantic Beach.....	3.0	16,235	97,422	10,956	113,109	84,846	.....	.....	.....	197,955
Far Rockaway to Long Beach.....	5.5	4,022	48,324	4,194	77	664	6	6,818	21,012	28,577
Total.....	12.7	45,858	451,726	44,913	898,408	294,770	41,334	20,652	41,745	1,296,909
										\$95,164 15

1 Exclusive of school children carried.

Nassau Bus Line, Inc.

Rolling Stock.—Company owns and has available for service at June 30, 1934, 13 Passenger Buses; aggregate seating capacity, 377.
The Company also owns 1 snow plow.

Employees and Wages

OCCUPATION	Number at close of year	Total compensation
General:		
General officers	1	\$7,800 00
Clerks and bookkeepers.....	2	2,995 00
Transportation:		
Inspectors	1	3,180 00
Operators	21	32,573 24
Shops and Garages:		
Garage men	2	1,504 00
Carpenters	2	864 00
Mechanics, automobile	4	4,547 37
Total	33	\$53,463 61

Officers.—President, James Shevlin; Vice-President, Treasurer and General Manager, Ellsworth H. Combes; Secretary, Margarette Shevlin.

Directors.—James Shevlin, Margarette Shevlin, Ellsworth H. Combes.

Main Business Office.—Hewlett, New York.

Report verified by Ellsworth H. Combes, Vice-President, September 28, 1934.

NEVIN-QUEENS BUS CORPORATION

Incorporated February 17, 1931. Effective January 30, 1933*, the Company obtained a Franchise Contract for one year from the City of New York for two routes in Queens, and a Certificate of Public Convenience and Necessity was granted by the Transit Commission, effective April 24, 1933.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$169,025 00	Fixed Capital—Gross Investment.....	\$169,625 00
16,836 40	Less Accrued amortization of capital.....	57,682 30
<u>\$152,188 60</u>	Fixed capital—net investment.....	<u>\$111,942 70</u>
	Current Assets:	
✓ \$28,426 83	Cash	\$708 18
1,214 11	Accounts receivable	43,300 59
7,977 43	Materials and supplies	10,613 90
<u>\$37,618 37</u>	Total current assets.....	<u>\$54,622 67</u>
	Special Deposits:	
\$6,457 99	Deposited with City of New York.....	\$6,457 99
	Miscellaneous Temporary Debits:	
.....	Prepayments	\$1,416 60
<u>\$196,264 96</u>	Total Assets	<u>\$174,439 96</u>
	LIABILITIES AND CAPITAL	
\$180,000 00	Capital Stock	\$155,000 00
	Unfunded Debt:	
\$5,388 63	Taxes accrued	\$7,250 69
3,353 97	Miscellaneous accounts payable.....	2,892 71
<u>\$8,742 60</u>	Total unfunded debt.....	<u>\$10,143 40</u>
	Reserves:	
\$630 00	Injuries and damages reserve.....	\$630 00
1,375 00	Reserve for lettering and painting.....	.....
<u>\$2,005 00</u>	Total reserves	<u>\$630 00</u>
\$5,517 36	Corporate Surplus	\$8,666 56
<u>\$196,264 96</u>	Total Liabilities and Capital.....	<u>\$174,439 96</u>

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Balance at June 30, 1934
Organization .....	.....	\$4,000 00
Passenger buses	\$600 00	149,600 00
Other service equipment.....	.....	3,725 00
Shop and garage equipment.....	.....	11,300 00
Furniture and office equipment.....	.....	1,000 00
Total	<u>\$600 00</u>	<u>\$169,625 00</u>

* [Operation on these routes was begun in 1924.]

Nevin-Queens Bus Corporation
Income Statement

		Year Ended June 30, 1934
Operating Revenues:		
Passenger revenue		\$346,767 20
Operating Expenses:		
Maintenance of Plant and Equipment:		
Superintendence of plant and equipment....	\$1,850 00	
Repairs of passenger bus bodies.....	4,532 16	
Repairs of passenger bus chassis and motors	33,478 77	
Tires and tubes.....	10,611 20	
Miscellaneous shop expenses.....	436 35	
Other operations	479 00	
Depreciation of plant and equipment.....	38,512 57	\$89,900 05
Garage Operation and Fuel:		
Garage employees	\$5,678 23	
Garage supplies and expenses.....	6,134 93	
Fuel for revenue vehicles.....	39,856 01	
Lubricants for revenue vehicles.....	6,871 88	58,541 05
Operation of Buses:		
Superintendence of transportation.....	\$1,850 00	
Bus operators	88,025 99	
Other transportation expenses.....	825 50	90,701 49
Administrative and General Expenses:		
Salaries and expenses of general officers....	\$7,703 29	
General law expenses.....	3,963 08	
General stationery and printing.....	209 67	
General amortization	2,333 33	
Insurance	31,651 37	
Undistributed adjustments	100 03	
Miscellaneous general expenses.....	2,251 98	48,212 75
Total Operating Expenses.....		\$287,355 34
Taxes:		
Local—Franchise tax on earnings.....	\$34,676 72	
State—Franchise tax on gross earnings.....	3,541 34	
Gasoline tax	15,952 50	
Federal—Gasoline tax	5,317 50	59,488 06
Total Revenue Deductions.....		\$346,843 40
Operating Income or (D) Loss.....		D \$76 20
Non-Operating Income		350 40
Net Corporate Income.....		\$274 20

Nevin-Queens Bus Corporation

Rolling Stock.—Company reports 30 Passenger Buses owned and available for service at June 30, 1934, total seating capacity, 1,000. The Company also reports 1 snow plow as owned and available for service.

Passenger Movement

	Year Ended June 30, 1934
Length of route (in Queens).....	10.3
Average maximum number of buses per day for June, 1934.....	30
Number of regular bus trips (round).....	116,933
Revenue bus miles.....	1,159,383
Active	1,155,621
Idle	3,762
Bus seat miles—active.....	38,767,582
Revenue bus hours.....	141,855
Revenue passengers	6,950,652
Transfer passengers (continuing trip tickets).....	29,327

Employees and Wages

OCCUPATION	Number at close of year	Total compensation
General:		
General officers	3	\$7,703 29
Managers, superintendents, etc.....	1	3,700 00
Clerks and bookkeepers.....	3	2,340 00
Transportation:		
Inspectors	3	3,850 00
Starters	3	4,680 00
Operators	64	79,495 99
Shops and Garages:		
Car cleaners	2	1,924 50
Car oilers	1	936 00
Garage men—helpers	3	3,120 00
Electricians	1	1,300 00
Mechanics, automobile	9	13,221 15
Total	93	\$122,270 93

Officers.—President, Harris Nevin; Secretary, Julia Nevin; Treasurer and Comptroller, Martin A. Siegel; Auditor, Bert Collins; General Superintendent, Stephen Panek.

Directors.—Harris Nevin, Julia Nevin, Martin A. Siegel.

Main Business Office.—203 West 33d Street, New York, N. Y.

Report verified by Martin A. Siegel, Treasurer, November 13, 1934.

NEW DORP BEACH BUS SERVICE, INC.

Incorporated March 25, 1925. Commenced operation September 3, 1926. On May 25, 1932, the Transit Commission approved the Franchise Contract between the Company and the City of New York, dated May 13, 1932, amending Franchise Contract dated May 20, 1931, and granted a Certificate of Public Convenience and Necessity for the same period covered by the Franchise Contract, the expiration date of which is May 16, 1938.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
	Fixed Capital:	
\$11,645 00	Intangible bus capital.....	\$11,645 00
17,789 53	Tangible bus capital.....	17,926 73
\$29,434 53	Fixed capital—gross investment.....	\$29,571 73
12,512 25	Less Accrued amortization of capital.....	15,500 04
\$16,922 28	Fixed capital—net investment.....	\$14,071 69
	Current Assets:	
\$1,265 48	Cash	\$338 48
	Special Deposits:	
\$1,022 42	Deposit with City of New York.....	\$1,022 42
60 00	Other special deposit.....	60 00
\$1,082 42	Total special deposits.....	\$1,082 42
\$19,270 18	Total Assets	\$15,492 59
	LIABILITIES AND CAPITAL	
\$15,000 00	Capital Stock	\$15,000 00
	Unfunded Debt:	
¹ \$23,193 12	Miscellaneous accounts payable.....	² \$22,999 17
3,415 00	Due for wages and salaries.....	2,705 00
\$26,608 12	Total unfunded debt.....	\$25,704 17
D \$22,337 94	Corporate Surplus or (D) Deficit.....	D \$25,211 58
\$19,270 18	Total Liabilities and Capital.....	\$15,492 59

Rolling Stock.—Company reports 8 Revenue Buses owned, of which 6 were in service at June 30, 1934.

^{1,2} Includes amounts payable to the Mutual Bus Corp.: ¹ \$18,572.44; ² \$20,016.49.

New Dorp Beach Bus Service, Inc.

Income Statement

		Amount for year	Increase or (D) decrease
Operating Revenues:			
Passenger revenue		\$20,589 70	\$668 20
Operating Expenses:			
Maintenance of Plant and Equipment:			
Repairs of passenger buses.....	\$4,564 28		
Tires and tubes.....	285 00		
Depreciation of plant and equip- ment	2,987 79	\$7,837 07	\$2,520 73
Garage Operation and Fuel:			
Garage supplies and expenses.....	\$353 81		
Fuel and lubricants for revenue vehicles	3,788 00	4,141 81	272 73
Operation of Buses:			
Superintendence of transportation	\$533 73		
Bus operators	6,794 82		
Other transportation expenses....	15 00	7,343 55	D 1,562 84
Traffic Promotion:			
Advertising		10 50	D 56 00
Administrative and General:			
General office supplies and ex- penses	\$155 86		
Professional fees	100 00		
Insurance	1,646 90		
Miscellaneous general expenses...	229 45	2,132 21	182 18
Total Operating Expenses.....		\$21,465 14	\$1,356 80
Taxes:			
Local—Franchise tax on earnings.. }	\$1,135 47		
Emergency tax of 1½%..... }			
Federal—Check tax	5 23	1,140 70	D 160 59
Total Revenue Deductions.....		\$22,605 84	\$1,196 21
Operating Income		D \$2,016 14	D \$528 01
Non-Operating Income		42 50	3 76
Gross Income		D \$1,973 64	D \$524 25
Deductions from Gross Income:			
Rent of garage.....		900 00	.....
Net Corporate Income or (D) Loss.....		D \$2,873 64	D \$524 25

Routes Operated.—Route 1, New Dorp Beach, 1.63 miles, and Route 2, Guyon Avenue, 3 miles; total, excluding duplication, 3.38 miles.

Revenue Passengers.—411,794 passengers; rate of fare, 5 cents.

Officers.—President, Marion G. Lewis; Vice-President and Treasurer, Joseph Rothenberg; Secretary, Jack D. Gordon.

Directors.—Marion G. Lewis, Joseph Rothenberg, Nathan Kosseff.

Main Business Office.—170 Broadway, New York, N. Y.

Report verified by Marion Gold Lewis, President, September 24, 1934.

NORTH SHORE BUS COMPANY, INC.

Incorporated April 21, 1926. The Company obtained Franchise Contracts from the City of New York for one year and the Transit Commission granted Certificates of Convenience and Necessity for the duration of the franchises for nine (9) routes in Queens. The Franchise Contract for seven of these routes was granted February 18, 1933, Certificate, April 3, 1933, and for the other two, the Franchise Contract was dated June 27, 1933, Certificate, August 7, 1933.

In addition, the Company operates non-franchise routes in Nassau County, some of which enter Manhattan and Queens.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$1,232,453 58	Fixed Capital—Gross Investment.....	\$1,218,760 66
558,162 74	<i>Less</i> Accrued amortization of capital.....	697,883 33
\$674,290 84	Fixed capital—net investment.....	\$520,877 33
¹ \$36,690 00	Miscellaneous Investments	¹ \$35,000 00
	Current Assets:	
\$14,022 41	Cash	\$6,139 16
4,203 49	Loans and bills receivable.....	2,864 00
200 00	Accounts receivable	7,415 92
12,592 59	Interest receivable	186 65
	Materials and supplies.....	10,241 74
\$31,018 49	Total current assets.....	\$26,847 47
	Special Deposits:	
\$21,125 00	Deposited with City of New York.....	\$27,125 00
3,116 66	Other special deposits.....	3,241 66
\$24,241 66	Total special deposits.....	\$30,366 66
	Reserve Funds:	
	Insurance	\$502 61
	Miscellaneous Temporary Debits:	
\$10,840 41	Prepayments	\$13,987 15
15,586 59	Other suspense	14,641 60
\$26,427 00	Total deferred debit items.....	\$28,628 75
\$792,667 99	Total Assets	\$642,222 82
	LIABILITIES AND CAPITAL	
\$500 00	Capital Stock	\$500 00
	Funded Debt:	
\$46,000 00	Real estate mortgages.....	\$46,000 00
294,475 05	Equipment obligations	210,080 12
37,742 87	Other funded debt.....	56,687 99
\$378,217 92	Total funded debt.....	\$312,768 11
	Unfunded debt:	
\$24,216 00	Taxes accrued	\$31,238 71
27,190 74	Liability for provident funds.....	5,974 02
72,379 66	Miscellaneous loans and bills payable.....	30,164 98
9,045 33	Miscellaneous accounts payable.....	27,345 07
32 24	Interest on funded debt.....	12,220 05
6,566 76	Interest on unfunded debt.....	823 80
	Wages and salaries.....	6,350 14
	Other unfunded debt.....	12,666 89
\$139,430 73	Total unfunded debt.....	\$126,783 66
	Reserves:	
\$6,062 32	Injuries and damages reserve.....	\$1,874 00
	Depreciation—Misc. physical property ²	6,687 28
\$6,062 32	Total reserves	\$8,561 28
\$27,418 45	Deferred Credits or Suspense Accounts.....	\$25,551 76
\$241,038 57	Corporate Surplus	\$168,058 01
\$792,667 99	Total Liabilities and Capital.....	\$642,222 82

¹ Includes Miscellaneous physical property (Port Washington Garage), \$35,000.

² See note 1 above.

North Shore Bus Company, Inc.

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance June 30, 1934
Organization			\$500 00
Land devoted to bus operations.....			15,298 50
Shop and garage buildings.....			46,916 61
Passenger buses	4,113 63	20,326 67	1,112,295 92
Service cars			16,472 46
Shop and garage equipment.....	2,163 32		12,501 71
Furniture and office equipment.....	356 80		14,775 46
Total	\$6,633 75	\$20,326 67	\$1,218,760 66

Income Statement

	Year Ended June 30, 1934
Operating Revenues:	
Passenger revenue	\$921,050 70
Chartered bus revenue.....	112,233 67
Advertising	4,191 25
Rent of buildings and other property.....	900 00
Miscellaneous	137 55
Total Operating Revenues.....	\$1,038,513 17
Operating Expenses:	
Maintenance of plant and equipment.....	\$317,454 79
Garage operation and fuel.....	144,941 99
Operation of buses.....	283,959 45
Traffic promotion	19,042 16
Injuries to persons and property.....	4,364 29
Administrative and general.....	155,991 82
Total Operating Expenses.....	\$925,754 50
Taxes	129,745 18
Total Revenue Deductions.....	\$1,055,499 68
Operating Income	D \$16,986 51
Non-Operating Income	649 95
Gross Income	D \$16,336 56
Deductions from Gross Income:	
Rent of buses.....	\$9,020 00
Rent of garages.....	16,474 92
Interest on funded debt.....	19,744 03
Interest on unfunded debt.....	1,471 29
Amortization of Eaton Line.....	11,250 00
Total Deductions from Gross Income.....	\$57,960 24
Net Corporate Income or (D) Loss.....	D \$74,296 80

North Shore Bus Company, Inc.

Operating Expenses

Maintenance of Plant and Equipment:

Superintendence of plant and equipment.....	\$7,127 29
Repairs of buildings, fixtures and grounds.....	401 67
Repairs of passenger bus bodies.....	24,577 99
Repairs of passenger bus chassis and motors.....	84,738 81
Tires and tubes.....	29,708 37
Repairs of shop, garage and misc. transp. equipment.....	909 35
Repairs and operation of service equipment.....	3,529 06
Miscellaneous shop expenses.....	15,525 74
Depreciation of plant and equipment.....	150,936 51

Total	\$317,454 79
-------------	--------------

Garage Operation and Fuel:

Garage employees	\$41,021 76
Garage supplies and expenses.....	13,630 93
Fuel for revenue vehicles.....	75,927 93
Lubricants for revenue vehicles.....	14,361 37

Total	\$144,941 99
-------------	--------------

Operation of Buses:

Superintendence of transportation.....	\$43,257 18
Bus operators	220,544 65
Station expenses	227 60
Road expense	834 68
Other transportation expenses.....	19,095 34

Total	\$283,959 45
-------------	--------------

Traffic Promotion:

Superintendence and solicitation.....	\$1,832 36
Advertising	17,209 80

Total	\$19,042 16
-------------	-------------

Injuries to Persons and Property:

Carried to reserve.....	\$3,500 00
Claims for injuries to employees.....	496 08
Salaries and expenses of attorneys.....	368 21

Total	\$4,364 29
-------------	------------

Administrative and General Expenses:

Salaries and expenses of general officers.....	\$30,251 39
Salaries and expenses of general office clerks.....	15,063 04
General office supplies and expenses.....	4,640 40
General law expenses.....	17,351 31
General stationery and printing.....	478 37
Employees welfare expenses.....	242 99
Insurance	82,284 06
Undistributed adjustments	Cr 75 31
Miscellaneous general expenses.....	5,755 57

Total	\$155,991 82
-------------	--------------

Grand total—Operating Expenses.....	\$925,754 50
-------------------------------------	--------------

North Shore Bus Company, Inc.

Taxes

	CLASS OF TAX	Amount accrued	Amount paid
Local:			
	Real estate	\$950 06	\$1,328 94
	Franchise tax on earnings.....	60,444 07	64,059 82
	Emergency tax of 1½% on gross earnings.....	5,145 02	
	Licenses and other local taxes.....	3,428 81	2,846 45
State:			
	Motor vehicle licenses.....	5,191 51	5,401 62
	Franchise tax on gross earnings.....	5,182 82	300 00
	Franchise tax on capital stock.....	198 38	277 76
	Gasoline tax	32,407 08	32,407 08
	Other taxes	535 13	535 13
Federal:			
	Gasoline tax	13,644 32	13,644 32
	Capital stock tax.....	750 00	750 00
	Other taxes	1,867 98	1,867 98
Total Taxes charged to Income.....		\$129,745 18	\$123,419 10
Real Estate Taxes charged to Non-Operating Income		342 12	(1)

Rolling Stock.—Company reports 109 Passenger Buses available for service at June 30, 1934, of which 57 are held under complete title; aggregate seating capacity, 3,367. The Company also reports 9 service cars.

Passenger Movement

	Year Ended June 30, 1934
Miles of route operated at June 30th.....	2 147.5
Average maximum number of buses per day.....	91
Number of regular bus trips (round).....	295,566
Number of special bus trips.....	8,469
Revenue bus miles.....	3,733,997
Active	3,261,324
Idle	154,539
Special	318,134
Bus seat miles—active.....	100,612,950
Revenue bus hours.....	361,917
Active and idle.....	332,492
Special	29,425
Revenue passengers	13,552,890

Employees and Wages

Number of Operators at June 30, 1934.....	166
Wages of Operators for year ended June 30, 1934.....	\$220,544 65
Total number of employees at June 30, 1934.....	266
Total compensation of all employees for year ended June 30, 1934	\$411,051 29

Officers.—President, Joseph Rauchwerger; Vice-President, Max Dach; Secretary and Treasurer, Charles Vitriol.

Directors.—Joseph Rauchwerger, Max Dach, Charles Vitriol.

Main Business Office.—Central Terminal Building, Flushing, N. Y.

Report verified by Charles Vitriol, Treasurer, October 15, 1934.

¹ Included above in Real Estate taxes.

² Includes non-franchise routes in Nassau County.

QUEENS-NASSAU TRANSIT LINES, INC.

Incorporated February 19, 1926. Effective May 25, 1933, the Company obtained a Franchise Contract for one year from the City of New York for Route Q-34, Flushing-College Point, Queens, 3.5 miles. A Certificate of Public Convenience and Necessity was granted by the Transit Commission for the duration of the franchise and became effective July 1, 1933.

The 250 shares of stock, par value \$100 per share, were authorized by Order in Case 3127, dated June 28, 1933.

BALANCE SHEET AT JUNE 30, 1934

ASSETS	
Fixed Capital—Gross Investment.....	¹ \$20,760 25
Less Accrued amortization of capital.....	6,720 22
Fixed capital—net investment.....	\$14,040 03
Current Assets:	
Cash	\$14,279 21
Accounts receivable	128 08
Interest receivable	23 34
Materials and supplies.....	92 38
Total current assets.....	\$14,523 01
Special Deposits:	
Deposited with City of New York.....	\$3,040 00
Reserve Funds—Insurance	\$12,000 00
Miscellaneous Temporary Debits:	
Temporary advances to associated companies.....	\$5,076 03
Prepayments	278 94
Other suspense	60
Total deferred debit items.....	\$5,355 57
Total Assets	\$48,958 61
LIABILITIES AND CAPITAL	
Capital Stock	\$25,000 00
Unfunded Debt:	
Taxes accrued	\$2,064 07
Working advances due associated companies.....	10,417 66
Miscellaneous accounts payable.....	1,385 93
Interest accrued on unfunded debt.....	1,058 95
Total unfunded debt.....	\$14,926 61
Reserves:	
Injuries and damages reserve.....	\$1,880 83
Corporate Surplus	\$7,151 17
Total Liabilities and Capital.....	\$48,958 61

¹ Passenger buses.

Queens-Nassau Transit Lines, Inc.

Income Statement

Year Ended
June 30, 1934

Operating Revenues:		
Passenger revenue		\$52,088 19
Chartered bus revenue		281 70
Rent of buses		1,390 40
Total Operating Revenues		<u>\$53,760 29</u>
Operating Expenses:		
Maintenance of Plant and Equipment:		
Superintendence of plant and equipment....	\$651 09	
Repairs of passenger buses	2,321 86	
Tires and tubes	1,512 57	
Miscellaneous shop expenses	14 88	
Depreciation of plant and equipment	6,050 27	\$10,550 67
Garage Operation and Fuel:		
Garage employees	\$1,891 53	
Garage supplies and expenses	225 59	
Fuel for revenue vehicles	3,389 54	
Lubricants for revenue vehicles	327 05	5,833 71
Operation of Buses:		
Superintendence of transportation	\$738 63	
Bus operators	9,775 78	
Other transportation employees	90 25	
Other transportation expenses	5 50	10,610 16
Injuries to Persons and Property:		
Carried to reserve	\$1,880 83	
Claim department expenses	380 97	
Medical expenses	15 00	
Other injuries and damages	50 00	2,326 80
Administrative and General Expenses:		
Salaries and expenses of general officers....	\$2,315 35	
Salaries and expenses of general office clerks.	656 48	
General office supplies and expenses	161 98	
General law expenses	1,445 85	
General stationery and printing	2 18	
Insurance	1,542 92	
Undistributed adjustments	Cr 22 83	
Miscellaneous general expenses	590 45	6,692 38
Total Operating Expenses		<u>\$36,013 72</u>
Taxes:		
Local—Franchise tax on earnings	\$5,208 84	
Emergency tax of 1½% on gross earnings	598 85	
State—Motor vehicle license	262 50	
Franchise tax on gross earnings	263 11	
Franchise tax on capital stock	28 19	
Gasoline tax	1,220 13	
Sales tax	8 39	
Federal—Income	982 90	
Gasoline tax	498 82	
Capital stock tax	60 00	
Other taxes	16 10	9,147 83
Total Revenue Deductions		<u>\$45,161 55</u>
Operating Income		\$8,598 74
Non-Operating Income		140 00
Gross Income		<u>\$8,738 74</u>
Deductions from Gross Income:		
Rent of buses		\$434 35
Rent of garage		1,080 00
Interest on unpaid taxes		1,058 95
Total Deductions from Gross Income		<u>\$2,573 30</u>
Net Corporate Income		<u>\$6,165 44</u>

Queens-Nassau Transit Lines, Inc.

Rolling Stock.—Company reports 5 Passenger Buses owned and available for service at June 30, 1934; aggregate seating capacity, 116.

Passenger Movement

	Year Ended June 30, 1934
Length of route (Q-34, Queens).....	3.5
Average maximum number of buses per day.....	4
Number of regular bus trips (round).....	29,996
Revenue bus miles.....	200,888
Active	200,010
Idle	15
Special	863
Bus seat miles—active.....	4,776,240
Revenue bus hours.....	18,931
Active and idle.....	18,828
Special	103
Revenue passengers	1,041,763
Transfer passengers	31,905

Accidents to Persons.—Company reports 3 serious and 9 minor injuries; total, 12, of which 11 were to passengers, none to employees and 1 to others.

Employees and Wages.—Respondent has no employees of its own, but New York & Queens Transit Corp. employees are used to carry on operations, and respondent is billed monthly for services rendered.

Officers.—President and General Manager, E. A. Roberts; Vice-President and Chief Engineer, I. W. Fisk; Secretary, M. P. Gross; Treasurer, H. E. Salzberg; Comptroller, T. A. Crausway; General Counsel, H. J. Cloutman; Claim agent, A. Deans.

Directors.—E. A. Roberts, I. W. Fisk, H. E. Salzberg, H. J. Cloutman, M. P. Gross.

Main Business Office.—51-00 Northern Boulevard, Woodside, N. Y.

Report verified by Edward A. Roberts, President, September 28, 1934.

S. & C. BUSES, INC.

Incorporated November 17, 1932. The Company obtained a Franchise Contract for one year from the City of New York, effective April 22, 1933, for Route Q-31, Jamaica-Bayside West, Queens, and a Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective July 27, 1933.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
¹ \$16,000 00	Fixed Capital—Gross Investment.....	¹ \$16,000 00
266 67	Less Accrued amortization of capital.....	3,466 71
<u>\$15,733 33</u>	Fixed capital—net investment.....	<u>\$12,533 29</u>
	Current Assets:	
\$2,928 75	Cash	\$150 21
.....	Accounts receivable	45 20
.....	Interest receivable	78 00
2,500 00	Subscriptions to capital stock.....	.....
<u>\$5,428 75</u>	Total current assets.....	<u>\$273 41</u>
	Special Deposits:	
\$3,000 00	Deposited with City of New York.....	\$3,000 00
	Miscellaneous Temporary Debits:	
\$130 94	Prepayments	\$299 48
<u>\$24,293 02</u>	Total Assets	<u>\$16,106 18</u>
	LIABILITIES AND CAPITAL	
\$9,500 00	Capital Stock	² \$5,000 00
	Unfunded Debt:	
.....	Taxes accrued	\$558 33
\$14,000 00	Miscellaneous loans and bills payable.....	9,600 00
1,145 94	Miscellaneous accounts payable.....	6,680 67
.....	Interest accrued	96 00
.....	Due for wages and salaries.....	32 82
<u>\$15,145 94</u>	Total unfunded debt.....	<u>\$16,967 82</u>
D \$352 92	Corporate Surplus or (D) Deficit.....	D \$5,861 64
<u>\$24,293 02</u>	Total Liabilities and Capital.....	<u>\$16,106 18</u>

¹ Passenger buses.

² Reduction of \$4,500 of capital stock represents stock repurchased by the Company for cash.

S. & C. Buses, Inc.*Income Statement*

		Year Ended June 30, 1934
Operating Revenues:		
Passenger revenue		\$25,416 89
Operating Expenses:		
Maintenance of Plant and Equipment:		
Superintendence of plant and equipment....	\$480 95	
Repairs of passenger buses.....	830 15	
Tires and tubes.....	1,089 68	
Miscellaneous shop expenses.....	31 86	
Depreciation of plant and equipment.....	3,200 04	\$5,632 68
Garage Operation and Fuel:		
Garage employees	\$960 25	
Garage supplies and expenses.....	93 40	
Fuel for revenue vehicles.....	3,993 68	
Lubricants for revenue vehicles.....	575 06	5,622 39
Operation of Buses:		
Superintendence of transportation.....	\$782 57	
Bus drivers and conductors.....	7,076 83	
Other transportation expenses.....	54 00	7,913 40
Traffic Promotion:		
Advertising		2 50
Administrative and General Expenses:		
Salaries and expenses of general officers....	\$773 58	
Salaries and expenses of general office clerks.	546 84	
General office supplies and expenses.....	56 64	
General law expenses.....	323 83	
General stationery and printing.....	21 91	
Insurance	2,272 74	
Miscellaneous general expenses.....	792 00	4,787 54
Total Operating Expenses.....		\$23,958 51
Taxes:		
Local—Franchise tax on earnings.....	\$2,698 36	
Emergency tax of 1½% of gross earnings	201 91	
State—Motor vehicle licenses.....	98 22	
Franchise tax on gross earnings.....	127 17	
Franchise tax on capital stock.....	5 00	
Gasoline tax	2,088 76	
Federal—Gasoline	682 15	
Check tax	13 62	5,915 19
Total Revenue Deductions.....		\$29,873 70
Operating Income		D \$4,456 81
Non-Operating Income		153 50
Gross Income		D \$4,303 31
Deductions from Gross Income:		
Rent of garage.....		\$135 00
Interest		733 00
Total Deductions from Gross Income.....		\$868 00
Net Corporate Income or (D) Loss.....		D \$5,171 31

S. & C. Buses, Inc.

Rolling Stock.—Company reports 3 Revenue Buses owned, aggregate seating capacity, 83.

Injuries to Persons.—Company reports 1 serious and 2 minor injuries; total, 3, of which 2 were to passengers and 1 to employee.

Passenger Movement

	Year Ended June 30, 1934
Length of route (Q-31, Jamaica-Bayside West, Queens)	8.4
Average maximum number of buses per day	3
Number of regular bus trips (round)	14,841
Revenue bus miles	245,782
Active	245,534
Idle	248
Bus seat miles—active	6,240,822
Revenue bus hours	19,148
Revenue passengers	508,352

Officers.—President, Robert Cumberland; Vice-President and Secretary, George C. Morrow; Treasurer, A. H. Haaren.

Directors.—R. Cumberland, E. Calder, A. H. Haaren, G. C. Morrow.

Main Business Office.—61-44 Fresh Meadow Road, Flushing Heights, N. Y.

Report verified by Robert Cumberland, President, November 1, 1934.

SCHENCK TRANSPORTATION COMPANY, INC.

Incorporated September 11, 1925. [Operation was begun in April, 1926.] Effective May 25, 1933, the Company obtained a Franchise Contract for one year from the City of New York for Route Q-36, Queens Village-City Line, Queens, 2.2 miles. A Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective June 24, 1933.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$108,021 45	Fixed Capital—Gross Investment.....	\$144,697 32
86,443 84	Less Accrued amortization of capital.....	96,663 59
<u>\$21,577 61</u>	Fixed capital—net investment.....	<u>\$48,033 73</u>
	Current Assets:	
\$6,397 21	Cash	\$5,286 03
4,602 85	Accounts receivable	1,828 74
.....	Interest receivable	75 00
4,596 15	Materials and supplies.....	7,112 44
<u>\$15,596 21</u>	Total current assets.....	<u>\$14,302 21</u>
	Special Deposits:	
\$3,063 75	Deposited with City of New York.....	\$3,063 75
25,050 00	Other special deposits.....	25,050 00
<u>\$28,113 75</u>	Total special deposits.....	<u>\$28,113 75</u>
	Miscellaneous Temporary Debits:	
\$3,657 84	Prepayments	\$2,221 46
5 80	Other suspense .....	.....
<u>\$3,663 64</u>	Total deferred debit items.....	<u>\$2,221 46</u>
<u>\$68,951 21</u>	Total Assets.....	<u>\$92,671 15</u>
	LIABILITIES AND CAPITAL	
\$11,000 00	Capital Stock.....	\$11,000 00
.....	Funded Debt:	
	Equipment Obligations.....	\$35,942 50
	Unfunded Debt:	
\$301 70	Taxes accrued.....	\$667 72
18,014 01	Miscellaneous loans and bills payable.....	8,500 00
1,770 70	Miscellaneous accounts payable.....	3,405 94
177 08	Due for wages and salaries.....	406 21
<u>\$20,263 49</u>	Total unfunded debt.....	<u>\$12,979 87</u>
<u>\$37,687 72</u>	Corporate Surplus.....	<u>\$32,748 78</u>
<u>\$68,951 21</u>	Total Liabilities and Capital.....	<u>\$92,671 15</u>

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance at June 30, 1934
Other intangible motor bus capital....	\$520 27	.....	\$1,308 97
Passenger buses.....	34,676 69	.....	131,954 63
Register devices.....	670 00	.....	3,030 00
Service cars.....	1,214 78	\$1,034 05	1,030 73
Shop and garage equipment.....	74 48	30 00	1,993 28
Furniture and office equipment.....	38 65	.....	1,094 63
Miscellaneous transportation equipment	545 05	.....	4,285 08
Total	<u>\$37,739 92</u>	<u>\$1,064 05</u>	<u>\$144,697 32</u>

Schenck Transportation Company, Inc.

Income Statement

	Year Ended June 30, 1934
Operating Revenues:	
Passenger revenue	\$86,279 90
School contracts and school tickets.....	18,509 70
Chartered bus revenue.....	2,891 65
Advertising	80 00
Total Operating Revenues.....	<u>\$107,761 25</u>
Operating Expenses:	
Maintenance of plant and equipment—expended.....	\$23,742 88
Maintenance of plant and equipment—reserved.....	10,391 38
Garage operation and fuel.....	10,858 83
Operation of buses.....	29,379 23
Traffic promotion	601 75
Administrative and general expenses.....	22,476 06
Total Operating Expenses.....	<u>\$97,450 13</u>
Taxes	8,785 01
Total Revenue Deductions.....	<u>\$106,235 14</u>
Operating Income	\$1,526 11
Non-Operating Income—Interest	295 55
Gross Income	<u>\$1,821 66</u>
Deductions from Gross Income:	
Rent of garage, shop and office.....	\$6,000 00
Interest on Equipment Obligations.....	278 09
Interest on unfunded debt.....	648 46
Total Deductions from Gross Income.....	<u>\$6,926 55</u>
Net Corporate Income or (D) Loss.....	<u><u>D \$5,104 89</u></u>

Operating Expenses

Maintenance of Plant and Equipment:	
Superintendence of plant and equipment.....	\$12,515 78
Repairs of buildings, fixtures and grounds.....	75 58
Repairs of passenger bus bodies.....	1,813 28
Repairs of passenger bus chassis and motors.....	6,415 50
Tires and tubes.....	1,723 87
Repairs of shop, garage and misc. transp. equipment.....	20 07
Repairs and operation of service equipment.....	357 03
Miscellaneous shop expenses.....	821 77
Depreciation of plant and equipment.....	10,391 38
Total	<u>\$34,134 26</u>
Garage Operation and Fuel:	
Garage employees	\$2,067 93
Garage supplies and expenses.....	1,631 32
Fuel for revenue vehicles.....	6,620 73
Lubricants for revenue vehicles.....	538 85
Total	<u>\$10,858 83</u>

Schenck Transportation Company, Inc.

Income Statement—Concluded

Operation of Buses:	
Superintendence of transportation.....	\$4,935 16
Bus operators	23,558 99
Road expense	142 77
Other transportation expenses.....	742 31
Total	<u>\$29,379 23</u>
Traffic Promotion:	
Advertising	<u>\$601 75</u>
Administrative and General Expenses:	
Salaries and expenses of general officers.....	\$7,657 69
Salaries and expenses of general office clerks.....	3,537 83
General office supplies and expenses.....	564 13
General law expenses.....	1,200 00
General stationery and printing.....	164 35
Employees welfare expenses.....	84 87
Insurance	7,502 34
Undistributed adjustments	74 60
Miscellaneous general expenses.....	1,690 25
Total	<u>\$22,476 06</u>
Grand total—Operating Expenses.....	<u><u>\$97,450 13</u></u>

Taxes

CLASS OF TAX		Amount accrued	Amount paid
Local:			
Franchise tax on earnings.....		\$3,051 92)	\$2,995 89
Emergency tax of 1½% on gross earnings....		353 69)	
Village and Town taxes.....		448 10	
State:			
Motor vehicle licenses.....		1,051 64	1,210 38
Franchise tax on gross earnings.....		493 23	536 93
Franchise tax on capital stock.....		43 65	42 81
Gasoline tax		2,209 46	2,209 46
Sales tax		7 25	7 25
Federal:			
Income tax		111 37	111 37
Gasoline tax		900 34	900 34
Capital stock tax.....		100 00	100 00
Check tax		14 36	14 36
Total		\$8,785 01	\$8,598 79

Schenck Transportation Company, Inc.

Rolling Stock.—Company reports 18 Passenger Buses available for service at June 30, 1934, of which 13 are held under complete title, and 5 under conditional sales agreement; aggregate seating capacity, 493. Company also reports 2 service cars owned and available for service.

Passenger Movement

	Year Ended June 30, 1934
Length of route ¹	13.65
Average maximum number of buses per day.....	7
Number of regular bus trips (round).....	37,782
Revenue bus miles.....	398,277
Active	367,939
Idle	989
Special	29,349
Bus seat miles—active.....	10,301,210
Revenue bus hours.....	37,362
Active and idle.....	34,020
Special	3,342
Revenue passengers	1,198,602

Officers.—President, Howard E. Schenck; Vice-President and General Manager, Lester E. Weidner; Secretary, Margaret C. Payton; Treasurer, Gladys D. Schenck; Attorney, W. Royden Klein.

Directors.—Howard E. Schenck, Gladys D. Schenck, Lester E. Weidner.

Main Business Office.—372 Jericho Turnpike, Floral Park, N. Y.

Report verified by Lester E. Weidner, Vice-President, September 27, 1934.

¹ Includes non-franchise routes in Nassau County.

STATEN ISLAND COACH COMPANY, INC.

Incorporated January 9, 1925. Effective July 11, 1933, the Company obtained a Franchise Contract for ten years from the City of New York for routes in the Borough of Richmond, as follows:

- Route No. 1, Elizabeth Ferry, 6.9 miles;
- Route No. 2, South Beach, 3.9 miles;
- Route No. 3, Castleton Avenue, 3.6 miles;
- Route No. 4, Bulls Head, 2.9 miles;
- Route No. 5, Jersey Street, 1.9 miles, and
- Route No. 6, Victory Boulevard, 2.7 miles.

A Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective December 20, 1933.

By Order dated December 20, 1933, the Transit Commission granted the application of the Richmond Railways, Inc., for approval of a Declaration of Abandonment of its routes, and the Staten Island Coach Co., Inc., commenced operation of buses over the street railway routes of the Richmond Railways, Inc., upon their abandonment.

By Order in Case 3139, the Transit Commission approved the application of the Staten Island Coach Company, Inc., to issue 1,000 shares of its no par value stock and to sell the stock for \$100 per share in cash to the Richmond Railways, Inc.

BALANCE SHEET AS OF JUNE 30, 1934

ASSETS	
Fixed Capital—Gross Investment	\$434,886 06
Less Accrued amortization of capital	40,554 85
Fixed capital—net investment	\$394,331 21
Current Assets:	
Cash	\$55,435 58
Accounts receivable	192 72
Interest receivable	159 38
Materials and supplies	5,118 48
Total current assets	\$60,906 16
Special Deposits:	
Deposited with City of New York	\$14,985 00
Miscellaneous Temporary Debits:	
Prepayments	\$7,305 05
Unamortized debt discount and expense	45,071 12
Other suspense	1,127 30
Total deferred debit items	\$53,503 47
Total Assets	\$523,725 84
LIABILITIES AND CAPITAL	
Capital Stock	\$100,000 00
Funded Debt:	
Equipment obligations	\$345,602 00
Unfunded Debt:	
Taxes accrued	\$7,866 49
Miscellaneous accounts payable	24,343 57
Other unfunded debt	3,391 33
Total unfunded debt	\$35,601 39
Corporate Surplus	\$42,522 45
Total Liabilities and Capital	\$523,725 84

Staten Island Coach Company, Inc.

Fixed Capital

TITLE OF ACCOUNT	Balance at June 30, 1934
Organization	\$55,893 44
Buses	371,409 62
Service cars	1,711 34
Shop and garage equipment.....	5,871 66
Total	<u>\$434,886 06</u>

Income Statement

	December 31, 1933- June 30, 1934
Operating Revenues:	
Passenger revenue	\$282,915 16
Advertising	281 29
Total Operating Revenues.....	<u>\$283,196 45</u>
Operating Expenses:	
Maintenance of plant and equipment—expended.....	\$20,618 98
Maintenance of plant and equipment—reserved.....	37,909 27
Garage operation and fuel.....	32,026 13
Operation of buses.....	63,411 76
Traffic promotion	217 26
Administrative and general expenses.....	36,647 99
Total Operating Expenses.....	<u>\$190,831 39</u>
Taxes	36,972 38
Total Revenue Deductions.....	<u>\$227,803 77</u>
Operating Income	\$55,392 68
Non-Operating Income:	
Interest	449 66
Gross Income	<u>\$55,842 34</u>
Deductions from Gross Income:	
Interest on Equipment Obligations.....	\$8,992 43
Amortization of debt discount and expense.....	4,327 46
Total Deductions from Gross Income.....	<u>\$13,319 89</u>
Net Corporate Income.....	<u>\$42,522 45</u>

Operating Expenses

Maintenance of Plant and Equipment:	
Superintendence of plant and equipment.....	\$2,912 49
Repairs of buildings, fixtures and grounds.....	1,154 47
Repairs of passenger bus bodies.....	2,797 81
Repairs of passenger bus chassis and motors.....	5,174 51
Tires and tubes.....	6,699 08
Repairs of shop, garage and misc. transp. equipment....	30 43
Repairs and operation of service equipment.....	74 10
Miscellaneous shop expenses.....	1,776 09
Depreciation of plant and equipment.....	37,909 27
Total	<u>\$58,528 25</u>

Staten Island Coach Company, Inc.

Operating Expenses—Concluded

Garage Operation and Fuel:	
Garage employees	\$7,488 21
Garage supplies and expenses.....	3,457 71
Fuel for revenue vehicles.....	19,821 62
Lubricants for revenue vehicles.....	1,258 59
Total	\$32,026 13
Operation of Buses:	
Superintendence of transportation.....	\$10,807 33
Bus drivers and conductors.....	50,608 62
Freight and express collections and delivery.....	1 85
Road expense	448 85
Other transportation expenses.....	1,545 11
Total	\$63,411 76
Traffic Promotion:	
Superintendence and solicitation.....	\$156 94
Advertising	60 32
Total	\$217 26
Administrative and General Expenses:	
Salaries and expenses of general officers.....	\$4,188 59
Salaries and expenses of general office clerks.....	6,051 23
General office supplies and expenses.....	1,437 98
General law expenses.....	1,687 45
General stationery and printing.....	1,225 63
Regulatory commission expenses.....	3 05
General amortization	2,645 58
Insurance	18,475 58
Miscellaneous general expenses.....	932 90
Total	\$36,647 99
Grand total—Operating Expenses.....	\$190,831 39

Taxes

CLASS OF TAX	Amount accrued	Amount paid
Local:		
Real estate	\$1,839 60	\$1,839 60
Franchise tax on earnings.....	14,182 31	14,182 31
Emergency tax of 1½% on gross earnings....	12,325 35	3,452 65
State:		
Motor vehicle licenses.....	303 60	582 20
Franchise tax on gross earnings.....	1,418 24	.....
Franchise tax on capital stock.....	33 30	99 90
Gasoline tax	6,857 19	6,857 19
Federal:		
Income tax	6,514 85	.....
Gasoline tax	2,285 73	2,285 73
Other	1,212 21	1,212 21
Total	\$36,972 38	\$30,511 79

¹ In addition, \$1,127.30 was charged to Suspense.

Staten Island Coach Company, Inc.
Traffic Statistics—Summary by Months

MONTH	REVENUE PASSENGERS			Passenger bus hours (active and idle)	Bus-seat miles (active)	Bus trips (round)	REVENUE BUS MILES		Total
	Regular passenger earnings	Number each month	Greatest number in one day				Active	Idle	
December 31, 1933.....	\$88 65	1,773	1,773	66	15,107	109	504	.....	504
January, 1934.....	26,661 76	538,050	33,427	44,949	2,575,871	11,790	85,862	.....	85,862
February.....	48,206 40	964,128	41,172	55,405	4,291,139	17,735	143,006	.....	143,006
March.....	53,844 50	1,076,890	40,159	57,462	5,016,371	19,623	167,382	.....	167,382
April.....	49,732 25	994,645	36,892	52,725	4,893,001	18,112	162,861	.....	162,861
May.....	51,073 80	1,021,476	38,376	55,974	5,381,167	19,112	179,372	.....	179,372
June.....	53,307 80	1,066,156	39,024	68,685	6,008,541	20,618	200,284	.....	200,284
Total.....	\$282,915 16	5,663,118	—	335,418	28,181,197	107,099	939,271	30,479	969,750

Passenger Movement on Bus Lines

NUMBER AND DESCRIPTION OF ROUTE	Length of route (miles)	Average maximum number of buses per day	Bus trips (round)	Passenger bus miles (active)	Bus-seat miles (active)	Passenger bus hours (active and idle)	REVENUE PASSENGERS			Passenger receipts
							At 5 cents	At 3 cents	Total	
No. 1. Elizabeth Ferry.....	7.20	11	23,143	316,945	9,502,423	25,901	1,818,739	.....	1,818,739	\$90,936 95
No. 2. South Beach.....	7.50	10	23,847	225,105	6,752,809	21,439	1,544,661	14,235	1,548,896	77,360 30
No. 3. Castleton Avenue.....	4.30	12	24,590	199,136	5,976,794	23,274	1,329,639	1,298	1,330,937	66,520 89
No. 4. Bulls Head.....	4.40	3	10,463	72,479	2,112,357	7,077	332,973	5,938	338,911	16,826 79
No. 5. Jersey Street.....	1.90	3	12,926	52,853	1,588,647	7,043	307,555	576	307,831	15,380 03
No. 6. Victory Boulevard.....	3.10	4	12,130	72,753	2,188,167	9,015	317,804	.....	317,804	15,890 20
Total.....	25.50	43	107,099	939,271	28,181,197	93,749	5,651,071	12,047	5,663,118	\$282,915 16

¹ Includes 4 passengers at 8 cents.

Staten Island Coach Company, Inc.

Rolling Stock.—Company reports 49 cars held under conditional sales agreements available for service at June 30, 1934; aggregate seating capacity, 1,421. The Company also reports 2 service cars owned and available for service.

Accidents to Persons.—Company reports 2 fatalities, 22 serious injuries, and 60 minor injuries; total, 84, of which 72 were to passengers, none to employees, and 12 to others.

Employees and Wages

		Compensation for period December 31, 1933– June 30, 1934
OCCUPATION	Number at close of year	
General:		
General officers	2	\$4,538 51
Managers, superintendents, etc.....	5	5,889 94
Clerks and bookkeepers.....	5	2,535 49
Stenographers and typists.....	2	878 02
Telephone operators	1	399 83
Janitors and watchmen.....	1	192 50
Messengers and others.....	1	473 92
Storekeepers and storeclerks.....	2	1,548 69
Cashiers	2	1,541 24
Transportation:		
Inspectors	4	3,364 92
Starters	3	2,598 33
Operators	100	50,541 17
Hostlers	—	38 40
Instructors	2	1,356 39
Shops and Garages:		
Car cleaners	5	1,805 27
Garage men	5	3,333 97
Mechanics, automobile	6	4,681 16
Watchmen	1	742 84
Total	147	\$86,460 59

Officers.—President, S. H. Serena; Vice-Presidents, B. B. Harris, John Leonard, A. J. Stratton; Secretary and Assistant Treasurer, E. R. Wallace; Treasurer and Assistant Secretary, R. H. Welton; Assistant Secretary and Assistant Treasurer, H. B. Brown.

Directors.—S. H. Serena, John Leonard, R. H. Welton, H. M. Rhoda, B. B. Harris.

Main Business Office.—92 Brook Street, Tompkinsville, Staten Island, N. Y.
Report verified by R. H. Welton, Treasurer, October 11, 1934.

SUBURBAN BUS COMPANY, INC.

Incorporated May 28, 1926 as the White Plains-Hartsdale Bus Line, Inc. (name changed June 12, 1929). On May 16, 1929, the Public Service Commission approved the assignment and transfer to the Company of the Certificate of Convenience and Necessity granted March 28, 1929 to the Merchants Community Bus Transit, Inc.

On May 7, 1932 the Company commenced operation of a bus line which extended into the Borough of the Bronx from McLean Avenue and North line of the City of New York, to White Plains Road and Nereid Avenue, a distance of 0.3 miles. The franchise for operation of this line was obtained from the City of New York March 29, 1932, a Certificate of Public Convenience and Necessity for the period covered by the Franchise Contract being granted by the Transit Commission on April 27, 1932. (Since March, 1933, the Company has been operating without a franchise an additional 0.8 miles of track on Nereid Avenue in the Bronx.)

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$80,524 88	Fixed Capital—Gross Investment.....	\$97,334 44
44,980 84	Less Accrued amortization of capital.....	52,278 19
<u>\$35,544 04</u>	Fixed capital—net investment.....	<u>\$45,056 25</u>
	Current Assets:	
\$189 99	Cash	\$473 83
595 00	Loans and bills receivable.....	1,610 66
562 10	Accounts receivable.....	191 00
663 16	Materials and supplies.....	331 67
<u>\$2,010 25</u>	Total current assets.....	<u>\$2,607 16</u>
	Special Deposits:	
\$1,000 00	Deposited with City of New York.....	\$1,000 00
.....	Other special deposits.....	175 00
<u>\$1,000 00</u>	Total special deposits.....	<u>\$1,175 00</u>
	Miscellaneous Temporary Debits:	
\$460 91	Prepayments	\$778 47
5,000 00	Suspense—Legal fees.....	5,000 00
<u>\$5,460 91</u>	Total deferred debit items.....	<u>\$5,778 47</u>
<u>\$44,015 20</u>	Total Assets.....	<u>\$54,616 88</u>
	LIABILITIES AND CAPITAL	
\$40,000 00	Capital Stock.....	\$40,000 00
	Funded Debt:	
.....	Equipment obligations.....	\$12,771 78
	Unfunded Debt:	
\$1,238 92	Taxes accrued.....	\$1,842 60
1,979 14	Miscellaneous loans and bills payable.....	2,463 49
6,907 52	Miscellaneous accounts payable.....	10,766 10
.....	Wages and salaries accrued.....	3,371 41
695 15	Insurance accrued.....	1,771 68
<u>\$10,820 73</u>	Total unfunded debt.....	<u>\$20,215 28</u>
<u>\$25 20</u>	Suspense .....	.....
D \$6,830 73	Corporate Surplus or (D) Deficit.....	D \$18,370 18
<u>\$44,015 00</u>	Total Liabilities and Capital.....	<u>\$54,616 88</u>

Suburban Bus Company, Inc.

Fixed Capital

NAME OF ACCOUNT	Installed during year ¹	Balance at June 30, 1934
Organization and franchises.....		\$5,594 55
Passenger buses	\$15,920 00	87,131 76
Service cars		135 00
Other service equipment.....	726 25	2,914 09
Shop and garage equipment.....	163 31	716 29
Furniture and office equipment.....		842 75
Total	\$16,809 56	\$97,334 44

Income Statement

		Year Ended June 30, 1934
Operating Revenues:		
Passenger revenue		\$124,928 13
Special bus revenue.....		1,854 81
Advertising		120 00
Total Operating Revenues.....		\$126,902 94
Operating Expenses:		
Maintenance of Plant and Equipment:		
Superintendence of plant and equipment....	\$3,450 02	
Repairs of passenger bus bodies.....	3,762 25	
Repairs of passenger bus chassis and motors.	10,074 60	
Tires and tubes.....	3,338 26	
Depreciation of plant and equipment.....	7,297 35	\$27,922 48
Garage Operation and Fuel:		
Garage employees	\$3,473 92	
Garage supplies and expenses.....	1,549 30	
Fuel for revenue vehicles.....	16,341 22	
Lubricants for revenue vehicles.....	2,484 72	23,849 16
Operation of Buses:		
Superintendence of transportation.....	\$4,625 00	
Bus operators	32,469 03	
Other transportation expenses.....	2,079 98	39,174 01
Traffic Promotion		
Advertising		171 62
Injuries to Persons and Property:		
Other injuries and damages expenses.....		275 00
Administrative and General Expenses:		
Salaries and expenses of general officers....	\$13,069 35	
Salaries and expenses of general office clerks	5,919 74	
General law expenses.....	1,040 00	
Insurance	9,920 93	
Undistributed adjustments	Cr 8 16	
Miscellaneous general expenses.....	664 04	30,605 90
Total Operating Expenses.....		\$121,998 17
Taxes:		
Local—Franchise taxes	\$3,648 81	
State—Motor vehicle licenses.....	125 52	
Franchise tax on gross earnings.....	648 87	
Gasoline tax	4,663 80	
Federal—Income tax	756 62	
Gasoline tax	1,554 60	
Other taxes	207 86	11,606 08
Total Revenue Deductions.....		\$133,604 25

¹ There were no retirements from Fixed Capital during the year.

Suburban Bus Company, Inc.*Income Statement—Concluded*

Operating Income	D \$6,701 31
Non-Operating Income—Interest	4 83
Gross Income	D \$6,696 48
Deductions from Gross Income:	
Rent of garage.....	\$1,845 00
Rent of rolling stock.....	2,049 73
Interest on Equipment obligations.....	691 40
Total Deductions from Gross Income.....	\$4,586 13
Net Corporate Income or (D) Loss.....	D \$11,282 61

Rolling Stock.—Company reports 14 Passenger Buses available for service at June 30, 1934, of which 9 are owned and 5 held under conditional sales agreement; aggregate seating capacity, 344. The Company also reports 1 service car owned and available for service.

Miscellaneous Operating Statistics

Miles of route operated at June 30th.....	33.3
Average maximum number of buses per day.....	12
Number of regular bus trips (round).....	49,395
Number of special bus trips.....	560
Revenue bus miles.....	629,367
Active	616,824
Idle	9,657
Special	2,886
Bus seat miles—active.....	16,733,811
Revenue bus hours.....	71,808
Active and idle.....	71,461
Special	347
Revenue passengers	1,731,383

Employees and Wages

Number of Operators in service at June 30, 1934.....	24
Wages of Operators for year ended June 30, 1934.....	\$32,469 03
Number of employees in service at June 30, 1934.....	37
Total compensation for the year ended June 30, 1934.....	\$67,824 32

Officers.—President, George W. Carson; Vice-President, Albert V. Holmes; Secretary, Roland E. Holmes; Treasurer, James C. Holmes.

Directors.—James C. Holmes, Albert V. Holmes, Roland E. Holmes, Maury Katz, George W. Carson.

Main Business Office.—4509 White Plains Road, Bronx, N. Y.

Report verified by James C. Holmes, Treasurer, September 28, 1934.

SURFACE TRANSPORTATION CORPORATION OF NEW YORK

Incorporated August 29, 1924. The Company was granted a Certificate of Convenience and Necessity by the Transit Commission for a period of five years to August 4, 1932, the date of expiration of the franchise contract with the City of New York. By resolution of the Transit Commission in Case 2871 dated August 3, 1932, the Certificate was extended to August 4, 1937. Operation was begun November 1, 1927.

The capital stock is held by the Union Railway Company (1,035 shares), New York City Interborough Railway Company (330 shares), and the Southern Boulevard Railroad Company (135 shares).

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$1,319,466 76	Fixed Capital—Gross Investment.....	\$1,241,190 90
1,006,308 43	Less Accrued amortization of capital.....	902,443 65
\$313,158 33	Fixed capital—net investment.....	\$338,747 25
	Current Assets:	
\$65,484 35	Cash	\$65,143 27
3,147 27	Accounts receivable.....	562 00
7,675 42	Interest receivable.....	1,352 92
168,773 22	Materials and supplies.....	118,475 41
\$245,080 26	Total current assets.....	\$185,533 60
	Special Deposits:	
\$40,000 00	Deposited with City of New York.....	\$40,000 00
17,929 61	Deposited with State Industrial Commission..	36,409 15
\$57,929 61	Total special deposits.....	\$76,409 15
	Reserve Funds:	
\$50,000 00	Tort Claims Security Fund.....	\$50,000 00
	Miscellaneous Temporary Debits:	
\$277,855 54	Temporary advances to associated companies..	\$23,150 82
1,400 21	Prepayments	2,242 45
7,076 12	Other suspense.....	225 00
\$286,331 87	Total deferred debit items.....	\$25,618 27
\$952,500 07	Total Assets.....	\$676,308 27
	LIABILITIES AND CAPITAL	
\$150,000 00	Capital Stock.....	\$150,000 00
	Unfunded Debt:	
\$15,030 89	Taxes accrued.....	\$16,961 16
853,332 27	Working advances due associated companies....	399,312 75
17,924 59	Miscellaneous accounts payable.....	17,180 32
7,930 00	Interest accrued on unfunded debt.....	.....
13,803 43	Due for wages and salaries.....	15,042 44
1,316 00	Other unfunded debt.....	1,334 00
\$909,337 18	Total unfunded debt.....	\$449,830 67
	Reserves:	
\$733 19	Injuries and damages reserve.....	\$40,316 23
3,675 64	Other reserves.....	255 00
\$4,408 83	Total reserves.....	\$40,571 23
D 111,245 94	Corporate Surplus or (D) Deficit.....	\$35,906 37
\$952,500 07	Total Liabilities and Capital.....	\$676,308 27

Surface Transportation Corporation of New York

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance June 30, 1934
Organization			\$232 35
Franchises, motor bus			12,671 46
Other intangible motor bus capital....	\$2,307 02		20,773 70
Passenger buses.....	¹ 88,385 48	² \$162,874 80	1,107,437 11
Service cars.....		³ 6,704 96	31,004 04
Shop and garage equipment.....	611 40		37,368 51
Furniture and office equipment.....			9,463 23
Miscellaneous transportation equipment			22,240 50
Total	\$91,303 90	\$169,579 76	\$1,241,190 90

Income Statement

	Amount for year	Increase or (D) decrease
Operating Revenue:		
Passenger revenue	\$1,864,588 75	D \$117,630 55
Chartered bus revenue.....	4,595 80	2,655 80
Advertising	4,438 53	D 5,635 38
Rent of buildings and other property.....		D 9,229 15
Rent of equipment.....	21,601 00	17,011 46
Total Operating Revenues.....	\$1,895,224 08	D \$112,827 82
Operating Expenses:		
Maintenance of plant and equipment— expended	\$338,941 59	D \$14,403 09
Maintenance of plant and equipment— reserved	61,948 96	D 74,273 52
Garage operation and fuel.....	230,892 08	D 7,688 00
Operation of buses.....	455,944 24	D 61,973 10
Injuries to persons and property.....	149,534 76	D 9,197 99
Administrative and general expenses.....	96,039 81	D 5,869 58
Total Operating Expenses.....	\$1,333,301 44	D \$173,405 28
Taxes	160,996 43	D 2,745 36
Total Revenue Deductions.....	\$1,494,297 87	D \$176,150 64
Operating Income	\$400,926 21	\$63,322 82
Non-Operating Income:		
Interest	10,422 30	D 7,579 99
Gross Income	\$411,348 51	\$55,742 83
Deductions from Gross Income:		
Rent of rolling stock.....	\$159,391 38	D \$29,509 93
Miscellaneous rent deductions.....	66,542 00	D 9,067 77
Interest on Equipment Trust Certificates.....		D 3,750 00
Interest on unfunded debt.....	31,062 07	D 11,957 35
Total Deductions from Gross Income.....	\$256,995 45	D \$54,285 05
Net Corporate Income.....	\$154,353 06	\$110,027 88

¹ Includes purchase of 26 single deck Passenger Bus bodies, \$86,828.08.² Includes retirement of 26 double deck Passenger Bus bodies, \$150,800, and 2 complete Passenger Buses, \$11,581.50.³ Represents retirement of 2 snow plows and 1 service truck.

Surface Transportation Corporation of New York

Operating Expenses

Maintenance of Plant and Equipment:	
Superintendence of plant and equipment.....	\$24,807 28
Repairs of buildings, fixtures and grounds.....	3,988 10
Repairs of passenger bus bodies.....	45,413 23
Repairs of passenger bus chassis and motors.....	183,123 00
Tires and tubes.....	47,319 45
Repairs of shop, garage and misc. transp. equipment.....	28,459 21
Repairs and operation of service equipment.....	2,386 20
Miscellaneous shop expenses.....	3,445 12
Depreciation of plant and equipment.....	61,948 96
Total	\$400,890 55
Garage Operation and Fuel:	
Garage employees	\$54,939 75
Garage supplies and expenses.....	28,043 15
Fuel for revenue vehicles.....	133,563 36
Lubricants for revenue vehicles.....	14,345 82
Total	\$230,892 08
Operation of Buses:	
Superintendence of transportation.....	\$69,768 15
Bus drivers and conductors.....	375,893 49
Other transportation expenses.....	10,282 60
Total	\$455,944 24
Injuries to Persons and Property:	
Carried to reserve.....	\$33,814 36
Injuries and damages:	
Claim department expenses.....	23,656 08
Medical expenses	3,829 52
Claims for injuries to employees.....	3,502 23
Other injuries and damages.....	61,619 64
Other injuries and damages expenses.....	129 30
Law expenses in connection with damages:	
Salaries and expenses of attorneys.....	14,063 56
Court costs and expenses.....	8,616 93
Law printing	303 14
Total	\$149,534 76
Administrative and General Expenses:	
Salaries and expenses of general officers.....	\$16,039 21
Salaries and expenses of general office clerks.....	21,365 62
General office supplies and expenses.....	2,421 52
General law expenses.....	8,590 38
General stationery and printing.....	3,492 17
Employees welfare expenses.....	5,666 96
Depreciation of Other intangible capital.....	2,466 02
Insurance	2,151 85
Storeroom labor and expenses.....	22,495 30
Undistributed adjustments	Cr 2,913 53
Joint general expense.....	488 75
Miscellaneous general expenses.....	13,775 56
Total	\$96,039 81
Grand total—Operating Expenses.....	\$1,333,301 44

Surface Transportation Corporation of New York

Taxes

	CLASS OF TAX	Amount accrued	Amount paid
Local:			
	Franchise tax on earnings.....	\$56,050 07	\$56,049 29
	Emergency tax of 1½% on gross earnings....	2,536 85	.....
	Fire permits for gasoline storage.....	755 50	755 50
State:			
	Motor vehicle licenses.....	2,485 02	3,023 42
	Franchise tax on gross earnings.....	9,379 86	9,987 22
	Franchise tax on capital stock.....	58 41	81 81
	Gasoline tax	66,260 34	66,260 34
Federal:			
	Gasoline tax	23,155 63	23,155 63
	Tax on oil and lubricants.....	314 75	314 75
	Total	<u>\$160,996 43</u>	<u>\$159,627 96</u>

Rolling Stock

Available for service at June 30, 1934:	Number	Seating capacity
Revenue Buses:		
Owned	108	
Leased	42	
Total Revenue Buses.....	<u>150</u>	<u>4,895</u>
Non-Revenue Equipment	12	
Total	<u>162</u>	

Surface Transportation Corporation of New York

Accidents

EXTENT OF INJURY	Passengers	Employees	Others	Total
Fatalities.....	.....	.....	4	4
Serious injuries.....	6	1	22	29
Minor injuries.....	646	115	100	861
Total.....	652	116	126	894

Actions for Damages

ITEM	In Municipal Courts	In City and County Courts	In Supreme Court	Total
Pending at beginning of year.....	225	141	68	434
Brought during the year.....	141	43	42	226
Total.....	366	184	110	660
Disposed of:				
Settled before trial by payment to claimant.....	82	54	60	196
Judgment rendered.....	7	3	2	12
Case dismissed.....	18	10	4	32
Otherwise disposed of.....	14	13	6	33
Total.....	121	80	72	273
Pending at close of year.....	245	104	38	387

Settlements

FISCAL YEAR IN WHICH ACCIDENT OCCURRED	CLAIMS SETTLED (RELEASE BEFORE SUIT)		SUITS COMPROMISED		JUDGMENTS PAID		TOTAL	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount
1934.....	430	\$21,974 49	25	\$1,800 00	3	\$4,794 42	458	\$28,568 91
1933.....	90	7,682 50	48	3,140 00	1	106 75	139	10,929 25
1932.....	3	2,869 42	47	1,236 00	1	1,045 79	51	5,151 21
1931.....	..	.....	32	3,035 00	4	1,469 50	36	4,504 50
1930.....	..	.....	31	13,697 00	3	521 00	34	14,218 00
1929.....	1	8 33	13	1,741 67	..	.....	14	1,750 00
Total.....	524	\$32,534 74	196	\$24,649 67	12	\$7,937 46	732	\$65,121 87

Surface Transportation Corporation of New York
Traffic Statistics—Summary by Months

MONTH	REVENUE PASSENGERS				BUS HOURS		REVENUE BUS MILES				Non-revenue bus miles			
	Regular passenger bus earnings	Chartered bus earnings	Number each month	Greatest number in one day	Passenger		Bus-seat (miles) (active)	PASSENGER						
					Transfers collected	Passenger (active and idle)		Bus trips (round)	Active	Idle		Chartered	Total	
July, 1933	\$151,313.45	\$643.50	3,026,269	122,155	273,974	51,019	224	15,816,895	60,183	444,090	1,870	458,700	2,916	
August	140,597.60	475.75	2,811,952	111,757	249,866	49,530	126	15,514,095	59,720	433,269	1,374	446,382	2,617	
September	145,196.25	363.75	2,903,925	111,926	279,168	46,970	114	14,133,132	56,975	404,019	909	416,141	3,072	
October	153,322.10	105.00	3,066,442	111,382	308,549	48,584	35	14,543,998	60,736	424,286	12,359	436,818	3,127	
November	147,124.05	201.80	2,942,481	119,981	295,826	48,235	31	13,323,109	59,360	411,345	335	424,017	2,572	
December	155,876.50	45.50	3,117,530	121,050	288,379	49,931	16	13,351,380	59,686	412,646	12,163	425,339	2,931	
January, 1934	154,951.30	135.00	3,099,026	119,571	288,213	50,297	52	13,778,212	61,741	426,914	359	440,379	2,940	
February	149,655.30	29.00	2,993,106	123,402	268,009	46,190	12	11,755,341	362,706	11,808	56	374,570	2,820	
March	168,800.55	37.50	3,376,011	125,196	318,317	51,425	16	13,959,167	62,321	430,835	118	444,303	2,873	
April	160,958.05	200.10	3,219,161	121,869	320,216	49,313	60	13,590,658	60,548	418,010	397	431,142	2,559	
May	168,989.10	778.90	3,379,782	125,858	337,694	51,466	282	14,144,371	63,078	434,344	1,579	449,270	2,781	
June	167,804.50	1,580.00	3,356,090	132,373	331,747	51,095	498	14,038,953	63,437	431,711	3,681	448,792	2,781	
Total	\$1,864,588.75	\$4,595.80	37,291,775		3,569,958	595,055	1,506	167,949,311	719,955	5,034,175	150,747	10,931	5,195,853	34,064

Operating Ratios

RATIOS	OPERATING REVENUES			MAINTENANCE OF PLANT AND EQUIPMENT				OPERATING EXPENSES			Income from operation	
	Passenger	Other operating	Total	Total	Expended	Reserved		Operation of buses	Injuries to person and property	Administrative and general	Taxes	
Per revenue bus mile (cents)	35.89	0.59	36.48	36.48	6.52	1.19	4.44	8.78	2.88	1.85	25.66	7.72
Per revenue bus hour.....	\$3.13	\$0.05	\$3.18	\$3.18	\$0.57	\$0.10	\$0.39	\$0.77	\$0.25	\$0.16	\$2.24	\$0.67
Per cent of operating revenues.....	98.38	1.62	100.00	100.00	17.88	3.27	12.18	24.06	7.89	5.07	70.35	21.15

Surface Transportation Corporation of New York
Passenger Movement by Routes

NUMBER AND DESIGNATION OF ROUTE	Length of route (miles)	Average maximum number of buses per day	Bus trips (round)	Passenger bus miles (active)	Bus-seat miles (active)	Passenger bus hours	Revenue passengers (at 5 cents)	Transfers collected	PASSENGER RECEIPTS	
									Amount	Per bus mile (cents)
1. Concourse — 138th Street: Moshulu Parkway, Grand Concourse to East 138th Street.....	5.15	10	43,129	415,235	16,385,174	52,650	3,191,247	329,966	\$159,562 35	38.43
2. Concourse — Hub: Independence Ave. to Sedgwick Ave. to Teller Ave.....	6.30	11	68,471	469,469	18,157,251	59,579	3,984,594	414,684	199,229 70	42.44
3. Prospect Avenue: Fordham Road and Third Ave. to East 138th Street.....	5.87	17	102,231	657,295	23,098,373	89,011	5,455,521	910,924	272,776 05	41.50
4. Jerome — Bainbridge Avenues: City Line, Van Cortlandt Park Ave. to Jerome Ave.....	4.40	15	82,829	658,494	22,329,944	76,648	4,691,178	201,850	234,558 90	35.62
5. City Island — West Farms: Boston Road and East Tremont Ave. to Belden Point.....	8.12	4	16,540	263,087	7,551,510	23,096	958,440	50,000	47,922 00	18.21
6. Throggs Neck: Westchester Square to Fort Schuyler.....	4.85	12	102,341	564,869	16,283,193	58,367	3,295,725	77,861	164,786 25	29.17
7. Boston Road: Dyre Ave. and Boston Road to and across Bronx and Pelham Parkways.....	2.80	1	15,909	88,887	2,496,907	8,744	371,028	16,516	18,551 40	20.87
8. Williamsbridge Road: White Plains Rd. to Burke Ave. Subway Station.....	2.72	1	14,158	76,943	2,214,297	7,702	293,046	30,356	14,652 30	19.04
9. Eastchester Road: White Plains Rd. and 225th Street to Westchester Sq.....	3.85	3	25,772	197,925	5,652,631	19,833	1,047,785	104,924	52,389 25	26.47
10. Riverdale Avenue: City Line to 231st Street and Broadway.....	4.86	4	43,589	221,590	6,387,801	23,494	1,012,274	16,007	50,613 70	22.84
11. 170th Street Crosstown: Southern Boulevard and Freeman Street to 181st Street and St. Nicholas Ave.....	3.55	13	72,512	475,617	17,659,593	74,154	6,049,719	865,247	302,485 95	63.60
12. City Island — Fordham: Jerome Ave. and Fordham Rd. to City Island.....	8.70	13	65,070	697,519	22,659,459	70,729	5,360,923	551,623	288,046 15	38.43
13. Edenwald Avenue: 233d St. and White Plains Ave. to Dyre Ave.....	1.85	1	15,571	57,796	1,624,241	8,061	392,642	.....	19,632 10	33.97
14. Castle Hill Avenue: Westchester and Castle Hill Aves. to Norton Ave.....	1.37	2	29,987	82,031	2,322,710	10,732	595,588	.....	29,779 40	36.30
15. Gun Hill Road: Moshulu Pkway and Jerome Ave. to Eastchester and Gun Hill Roads.....	2.50	3	21,846	107,408	3,126,227	12,255	603,004	.....	30,150 20	28.07
Fares returned (deduct).....			719,955	5,034,175	167,949,311	595,055	37,291,775	3,569,958	\$1,864,588 75	37.04
Total.....	56.34	110								

¹ Operation begun September 18, 1933.

Surface Transportation Corporation of New York

Employees and Wages

(As included in the report of the Third Avenue Railway Co. for the System)

OCCUPATION	Number at June 30, 1934	Total compensation
Managers, superintendents, etc.....	4	\$16,666 67
Clerk	1	1,908 00
Inspectors	14	29,957 07
Starters	9	22,908 27
Bus operators	214	378,006 67
Bus conductors	—	18,134 12
Fare collectors	3	1,276 69
Storeroom employees	16	23,571 34
Mechanics	95	134,925 34
Painters	6	5,550 00
Carpenters	14	17,897 43
Cleaners	37	39,039 28
Garage employees	40	81,699 26
Total	453	\$771,540 14

Officers.—President, S. W. Huff; Vice-President, L. Sutherland; Secretary, V. McQuiston; Assistant Secretary, J. A. Thake; Treasurer, A. D. Sage; Assistant Treasurer, F. T. Kessel; Auditor, W. Farrington; General Counsel, A. T. Davison; Claim Agent, W. E. Foley; General Purchasing Agent, C. Witzel.

Directors.—G. W. Davison, W. C. Ewen, W. M. Flook, F. J. Fuller, S. W. Huff, J. W. Platten, P. J. Roosevelt.

Main Business Office.—2396 Third Avenue, New York, N. Y.

Report verified by Leslie Sutherland, Vice-President, October 1, 1934.

TOMPKINS BUS CORPORATION

Incorporated April 7, 1925 and operation was begun in April, 1925. The Company obtained a Franchise Contract for five years to August 4, 1932 from the City of New York, a Certificate of Public Convenience and Necessity for the duration of the franchise being obtained from the Transit Commission May 16, 1928. The Company has exercised its privilege and renewed the Franchise for another five-year period, the Transit Commission granting an extension of the Certificate.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$1,064,751 80	Fixed Capital—Gross Investment.....	\$1,032,852 09
660,387 19	Less Accrued amortization of capital.....	690,023 32
<u>\$404,364 61</u>	Fixed capital—net investment.....	<u>\$342,828 77</u>
	Current Assets:	
\$144 08	Cash	\$333 01
32,783 00	Accounts receivable.....	1,565 59
100 00	Interest receivable.....	400 00
5,885 28	Materials and supplies.....	5,810 53
<u>\$38,912 36</u>	Total current assets.....	<u>\$8,109 04</u>
	Special Deposits:	
\$15,112 50	Deposited with City of New York.....	\$15,112 50
610 00	Other special deposits.....	11,610 00
<u>\$15,722 50</u>	Total special deposits.....	<u>\$26,722 50</u>
	Miscellaneous Temporary Debits:	
\$5,589 85	Prepayments	\$4,245 28
<u>\$464,589 32</u>	Total Assets	<u>\$381,905 59</u>
	LIABILITIES AND CAPITAL	
\$35,000 00	Capital Stock.....	\$35,000 00
	Funded Debt:	
\$329,000 00	Equipment Notes.....	\$302,583 55
	Unfunded Debt:	
\$54,868 13	Taxes accrued.....	\$67,692 34
57,854 71	Judgments unpaid.....	78,404 71
87,095 33	Miscellaneous loans and bills payable.....	70,211 27
81,737 77	Miscellaneous accounts payable.....	84,028 64
25,813 56	Interest accrued on funded debt.....	25,710 69
1,442 95	Interest accrued on unfunded debt.....	2,643 42
7,277 58	Due for wages and salaries.....	8,991 60
2,759 10	Other unfunded debt.....	.....
<u>\$318,849 13</u>	Total unfunded debt.....	<u>\$337,682 67</u>
D \$218,259 81	Corporate Surplus or (D) Deficit.....	D \$293,360 63
<u>\$464,589 32</u>	Total Liabilities and Capital.....	<u>\$381,905 59</u>

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance at June 30, 1934
Organization .....	.....	.....	\$1,436 35
Other intangible motor bus capital....	.....	.....	50,899 82
General office buildings.....	\$28 00	.....	5,595 00
Shop and garage buildings (improvements) .....	.....	.....	38,492 03
Passenger buses.....	46,111 19	\$65,075 00	910,254 84
Service cars.....	3,625 00	18,210 90	10,805 63
Shop and garage equipment.....	1,994 33	.....	15,368 42
Miscellaneous transportation equipment .....	.....	372 33	.....
Total	<u>\$51,758 52</u>	<u>\$83,658 23</u>	<u>\$1,032,852 09</u>

Tompkins Bus Corporation
Income Statement

	Amount for year	Increase or (D) decrease
Operating Revenue:		
Passenger revenue	\$893,300 75	D \$29,801 90
Operating Expenses:		
Maintenance of plant and equipment.....	\$259,080 96	D \$32,737 02
Garage operation and fuel.....	134,218 08	7,894 99
Operation of buses.....	247,526 98	D 18,104 92
Traffic promotion	2,674 97	D 1,745 32
Injuries to persons and property.....	53,993 93	D 14,619 61
Administrative and general expenses.....	119,342 68	D 37,781 88
Total Operating Expenses.....	\$816,837 60	D \$97,093 76
Taxes	115,978 89	17,398 40
Total Revenue Deductions.....	\$932,816 49	D \$79,695 36
Operating Income	D \$39,515 74	\$49,893 46
Non-Operating Income:		
Interest	692 14	92 14
Gross Income	D \$38,823 60	\$49,985 60
Deductions from Gross Income:		
Miscellaneous rent deductions.....	\$5,360 04	D \$2,333 32
Interest	3,617 41	D 21,041 30
Total Deductions from Gross Income..	\$8,977 45	D \$23,374 62
Net Corporate Income or (D) Loss.....	D \$47,801 05	\$73,360 22

Operating Expenses

Maintenance of Plant and Equipment:	
Superintendence of plant and equipment.....	\$2,600 00
Repairs of buildings, fixtures and grounds.....	661 39
Repairs of passenger buses.....	121,198 47
Tires and tubes.....	32,800 06
Repairs of shop, garage and misc. transp. equipment.....	79 90
Repairs and operation of service equipment.....	4,838 04
Depreciation of plant and equipment.....	96,903 10
Total	\$259,080 96
Garage Operation and Fuel:	
Garage employees	\$31,110 05
Garage supplies and expenses.....	8,221 06
Fuel for revenue vehicles.....	83,341 36
Lubricants for revenue vehicles.....	11,545 61
Total	\$134,218 08
Operation of Buses:	
Superintendence of transportation.....	\$28,504 09
Bus operators	210,628 15
Station expenses	248 32
Road expense	3,387 24
Other transportation expenses.....	4,759 18
Total	\$247,526 98

Tompkins Bus Corporation
Operating Expenses—Concluded

Traffic Promotion:		
Superintendence and solicitation.....	\$1,168	52
Advertising	1,506	45
Total	\$2,674	97
Injuries to Persons and Property:		
Injuries and damages.....	\$46,751	50
Salaries and expenses of attorneys.....	6,550	00
Court costs and expenses.....	692	43
Total	\$53,993	93
Administrative and General Expenses:		
Salaries and expenses of general officers.....	\$19,675	00
Salaries and expenses of general office clerks.....	11,831	79
General office supplies and expenses.....	2,518	88
General law expenses.....	6,699	28
General stationery and printing.....	2,616	48
Employees welfare expenses.....	2,122	24
General amortization	5,725	80
Insurance	54,536	24
Miscellaneous general expenses.....	13,616	97
Total	\$119,342	68
Grand total—Operating Expenses	\$816,837	60

<i>Taxes</i>		
CLASS OF TAX	Amount accrued	Amount paid
Local:		
Franchise tax on earnings.....	\$44,595 16	\$45,976 63
Emergency tax of 1½% on gross earnings....	11,025 43	
State:		
Motor vehicle licenses.....	1,125 00	1,055 00
Franchise tax on gross earnings.....	4,459 52	204 27
Gasoline tax	35,905 29	35,905 29
Sales tax	349 66	349 66
Federal:		
Income tax		1,075 00
Gasoline tax	14,952 09	14,952 09
Other taxes	3,566 74	3,566 74
Total	\$115,978 89	\$103,084 68

Tompkins Bus Corporation
Passenger Movement by Routes

DESIGNATION OF ROUTE	Length of route (miles)	Average maximum number of buses per day	Passenger bus trips (round)	Bus miles (active)	Bus-seat miles (active)	Passenger bus hours	Revenue passengers (at 5 cents)	Transfers collected	PASSENGER RECEIPTS	
									Amount	Per bus mile (cents)
Henderson Avenue.....	5.0	12	42,718	414,991	12,034,739	45,992	2,326,784	197,914	\$116,339.20	28.03
Jersey Street.....	1.5	3	27,247	81,807	2,381,598	14,194	591,656	146,215	29,582.80	36.16
Forest Avenue.....	4.5	19	45,015	390,587	11,341,899	49,311	2,649,060	177,063	132,453.00	33.91
Silver Lake.....	6.0	17	48,252	542,165	15,746,174	60,933	3,256,284	222,547	162,814.20	30.03
Richmond.....	8.0	14	46,178	649,018	18,821,576	55,269	3,154,722	205,902	157,736.10	24.30
Midland Beach.....	7.0	4	26,626	309,091	8,963,639	29,831	1,565,393	93,526	78,269.65	25.32
South Beach.....	5.1	6	27,232	277,370	8,043,730	30,065	1,490,158	90,813	74,507.90	26.86
Port Richmond Crosstown.....	4.9	2	13,173	132,969	3,856,101	13,432	470,213	361	23,510.65	17.68
Manor Road.....	2.2	2	9,898	43,603	1,264,487	6,926	149,694	5,506	7,484.70	17.17
Sea View.....	6.0	3	24,986	188,841	5,476,389	19,688	848,524	7,136	42,426.20	22.47
Carteret Ferry.....	8.0	4	14,432	162,565	4,714,385	15,079	667,914	13,392	33,395.70	20.54
Tottenville.....	8.0	2	12,105	193,550	5,612,950	14,727	463,587	507	23,179.35	11.86
Great Kills.....	2 6.5	1	7,628	61,864	1,794,056	6,731	98,219	85	4,910.95	7.94
Hugenot.....	2.5	1	8,172	26,547	769,863	3,580	44,769	82	2,238.45	8.43
Princess Bay.....	3.0	1	6,631	32,577	944,733	3,704	61,092	62	3,054.60	9.38
Adjustment ¹									1,397.30	
Total.....	65.1	91	360,294	3,507,545	101,766,319	373,472	17,838,069	1,161,111	\$893,300.75	25.47

¹ See note 1 on preceding page.² Line extended from 3.9 miles, June 14, 1934.

Tompkins Bus Corporation

Rolling Stock.—Respondent reports 123 Passenger Buses available for service at June 30, 1934; aggregate seating capacity, 3,572. Company also reports 8 non-revenue automobiles owned and available for service.

Accidents to Persons.—Company reports 1 fatality and 62 minor injuries, total, 63, of which 35 were to passengers, 3 to employees and 25 to others.

Employees and Wages

OCCUPATION	Number at June 30, 1934	Total compensation
General:		
General officers	5	\$19,625 00
Managers, superintendents, etc.....	1	2,600 00
Claim department employees.....	1	2,600 00
Clerks, bookkeepers and cashiers.....	6	10,031 79
Stenographers and typists.....	1	
Telephone operators	1	
Storekeepers and storeclerks.....	4	4,868 53
Transportation:		
Inspectors and starters.....	12	28,504 09
Operators	149	210,628 15
Shops and Garages:		
Car cleaners	13	16,912 08
Car oilers	2	2,654 56
Carpenters	10	14,821 96
Mechanics	18	26,449 60
Mechanics' helpers	9	12,453 99
Electricians	4	5,103 56
Painters	3	4,059 52
Watchmen	1	1,150 16
Firemen	5	3,756 05
Foremen and inspectors.....	3	5,524 72
Total	248	\$371,743 76

Officers.—President, Clinton W. Wood; Vice-President, William Jaenicke; Secretary, Philip J. Holbin; Treasurer, Edward Jaenicke; General Manager, Charles W. Banker.

Directors.—Clinton W. Wood, L. J. Tushingham, William Jaenicke, Edward Jaenicke.

Main Business Office.—735 Richmond Road, Staten Island, N. Y.

Report verified by Edward Jaenicke, Treasurer, October 2, 1934.

TRANSIT COACH BUS LINES, INC.

Incorporated December 24, 1931. Effective January 12, 1933, the Company obtained a Franchise Contract for one year from the City of New York for Route Q-5a, Merrick Road-Rosedale, Queens, 6.3 miles. A Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective June 1, 1933.¹

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$14,607 70	Fixed Capital—Gross Investment.....	² \$14,747 89
2,336 35	Less Accrued amortization of capital.....	6,804 16
<u>\$12,271 35</u>	Fixed capital—net investment.....	<u>\$7,943 73</u>
	Current Assets:	
\$9,788 72	Cash	\$15,649 67
700 00	Accounts receivable.....	
1,322 82	Materials and supplies.....	1,272 93
<u>\$11,811 54</u>	Total current assets.....	<u>\$16,922 60</u>
	Special Deposits:	
\$3,000 00	Deposited with City of New York.....	\$3,000 00
735 00	Other special deposits.....	620 09
<u>\$3,735 00</u>	Total special deposits.....	<u>\$3,620 00</u>
	Reserve Funds:	
\$2,500 00	Insurance	\$1,597 13
	Miscellaneous Temporary Debits:	
\$70 00	Prepayments	\$1,899 71
<u>\$30,387 89</u>	Total Assets.....	<u>\$31,983 17</u>
	LIABILITIES AND CAPITAL	
\$20,000 00	Capital Stock.....	\$20,000 00
	Unfunded Debt:	
\$1,333 08	Taxes accrued.....	\$7,770 07
158 36	Workmen's compensation.....	458 73
7,699 76	Miscellaneous accounts payable.....	3,796 71
669 91	Due for wages and salaries.....	866 83
<u>\$9,861 11</u>	Total unfunded debt.....	<u>\$12,892 34</u>
	Reserves:	
\$526 62	Injuries and damages reserve.....	\$3,589 92
\$0 16	Corporate Surplus or (D) Deficit.....	D \$4,499 09
<u>\$30,387 89</u>	Total Liabilities and Capital.....	<u>\$31,983 17</u>

¹ In operation "for close to five years"—from Testimony in Hearing of February 15, 1933, in Case 3083.

² Consists of Organization, \$167.60; Passenger buses, \$13,500; Shop and garage equipment, \$700; and Furniture and office equipment, \$380.29.

Transit Coach Bus Lines, Inc.

Income Statement

		Year Ended June 30, 1934
Operating Revenues:		
Passenger		\$129,954 38
Operating Expenses:		
Maintenance of Plant and Equipment:		
Repairs of passenger buses.....	\$23,945 01	
Tires and tubes.....	4,898 73	
Repairs and operation of service equipment.....	629 74	
Depreciation of plant and equipment.....	4,671 66	\$34,145 14
Garage Operation and Fuel:		
Garage employees	\$1,338 58	
Garage supplies and expenses.....	2,382 83	
Fuel for revenue vehicles.....	11,629 89	
Lubricants for revenue vehicles.....	2,029 57	17,380 87
Operation of Buses:		
Superintendence of transportation.....	\$5,325 29	
Bus drivers and conductors.....	34,380 69	
Other transportation expenses.....	135 48	39,841 46
Traffic Promotion:		
Advertising		258 15
Injuries to Persons and Property:		
Reserved	\$3,063 30	
Expended	178 50	3,241 80
General and Administrative Expenses:		
Salaries and expenses of general officers....	\$3,900 00	
Salaries and expenses of general office clerks.....	790 36	
General office supplies and expenses.....	1,476 06	
General law expenses.....	1,033 55	
General stationery and printing.....	122 45	
Employees welfare expenses.....	43 75	
General amortization	203 85	
Insurance	5,650 86	
Miscellaneous general expenses.....	956 60	14,177 48
Total Operating Expenses.....		\$109,044 90
Taxes:		
Local—Franchise tax on earnings.....	\$12,995 44	
Emergency tax of 1½% on gross earnings.....	1,655 36	
State—Motor vehicle licenses.....	656 25	
Franchise tax on gross earnings.....	649 77	
Franchise tax on capital stock.....	20 00	
Gasoline tax	4,809 15	
Sales tax	65 12	
Federal—Gasoline tax	2,007 95	
Other taxes	407 69	23,266 73
Total Revenue Deductions.....		\$132,311 63
Operating Income		D \$2,357 25
Deductions from Gross Income:		
Rent of garages and shops.....		2,142 00
Net Corporate Income or (D) Loss.....		D \$4,499 25

Transit Coach Bus Lines, Inc.

Rolling Stock.—Company reports 15 Passenger Buses owned and available for service at June 30, 1934; aggregate seating capacity, 435.

Passenger Movement

	Year Ended June 30, 1934
Length of route (Route Q-5a, Jamaica-Rosedale, Queens)	6.3
Average maximum number of buses per day	14
Number of regular bus trips (round)	66,118
Revenue bus miles	670,11½
Active	667,559
Idle	2,555
Bus seat miles—active	19,349,211
Revenue bus hours	68,760
Revenue passengers	2,632,230

Accidents to Persons.—Company reports 10 minor injuries, of which 6 were to passengers and 4 were to employees.

Employees and Wages

Number of Operators at June 30, 1934	32
Wages of Operators for year ended June 30, 1934	\$34,380 69
Total number of employees at June 30, 1934	46
Total compensation of all employees for year ended June 30, 1934	\$54,062 39

Officers.—President, Max Hirschowitz; Vice-President, Rose Becker; Secretary and Treasurer, Samuel Pearlman.

Directors.—Max Hirschowitz, Samuel Pearlman, Rose Becker.

Main Business Office.—147-42 94th Avenue, Jamaica, Long Island, N. Y.

Report verified by Max Hirschowitz, President, September 29, 1934.

TRAVELERS' BUS LINES, INC.

Incorporated October 9, 1931. Effective December 30, 1932, the Company obtained a Franchise Contract for one year from the City of New York for Route Q-10, Lefferts Boulevard, Queens, 3.4 miles. A Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective March 17, 1933.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$99,136 65	Fixed Capital—Gross Investment.....	\$104,079 15
33,663 29	Less Accrued amortization of capital.....	48,970 50
\$65,473 36	Fixed capital—net investment.....	\$55,108 65
	Current Assets:	
\$2,700 88	Cash	\$6,025 99
3,490 90	Loans and bills receivable.....	1,085 64
299 88	Accounts receivable.....	9,178 86
4,815 83	Materials and supplies.....	
\$11,307 49	Total current assets.....	\$16,290 49
	Special Deposits:	
\$3,000 00	Deposited with City of New York.....	\$3,000 00
	Other special deposits.....	1,200 00
\$3,900 00	Total special deposits.....	\$4,200 00
	Miscellaneous Temporary Debits:	
\$116 67	Prepayments	\$118 75
\$79,897 52	Total Assets.....	\$75,717 89
	LIABILITIES AND CAPITAL	
\$25,000 00	Capital Stock.....	\$25,000 00
	Unfunded Debt:	
\$1,243 07	Taxes accrued.....	\$1,214 73
3,800 00	Miscellaneous loans and bills payable.....	1,566 96
28 56	Miscellaneous accounts payable.....	
\$5,071 63	Total unfunded debt.....	\$2,781 69
\$49,825 89	Corporate Surplus.....	\$47,936 20
\$79,897 52	Total Liabilities and Capital.....	\$75,717 89

Fixed Capital

TITLE OF ACCOUNT	Balance at June 30, 1934
Passenger buses	\$85,701 19
Service cars	1,750 00
Shop and garage equipment.....	16,080 00
Furniture and office equipment.....	547 96
Total	\$104,079 15

Travelers' Bus Lines, Inc.

Income Statement

		Year Ended June 30, 1934
Operating Revenues:		
Passenger revenue		\$151,935 43
Advertising		748 63
Total Operating Revenues.....		<u>\$152,684 06</u>
Operating Expenses:		
Maintenance of Plant and Equipment:		
Superintendence of plant and equipment....	\$2,890 00	
Repairs of passenger bus bodies.....	3,942 12	
Repairs of passenger bus chassis and motors.	9,484 65	
Tires and tubes.....	1,581 71	
Repairs of shop, garage and misc. transp.		
equipment	4,315 40	
Miscellaneous shop expenses.....	1,073 79	
Depreciation of plant and equipment.....	15,307 21	\$38,594 88
Garage Operation and Fuel:		
Garage employees	\$150 00	
Garage supplies and expenses.....	1,922 63	
Fuel for revenue vehicles.....	12,624 67	
Lubricants for revenue vehicles.....	1,175 92	15,873 22
Operation of Buses:		
Superintendence of transportation.....	\$2,820 00	
Bus drivers and conductors.....	37,132 93	39,952 93
Traffic Promotion:		
Advertising		355 98
Injuries to Persons and Property.....		593 00
Administrative and General Expenses:		
Salaries and expenses of general officers....	\$8,100 00	
Salaries and expenses of general office clerks	1,086 16	
General office supplies and expenses.....	1,532 54	
General law expenses.....	2,095 70	
General stationery and printing.....	176 86	
Insurance	19,751 70	
Miscellaneous general expenses.....	2,942 48	35,685 44
Total Operating Expenses.....		<u>\$131,055 45</u>
Taxes:		
Local—Franchise tax on earnings.....	\$15,424 49	
Emergency tax of 1½% on gross earnings	1,103 68	
State—Motor vehicle licenses.....	235 42	
Franchise tax on capital stock.....	137 54	
Gasoline tax	4,193 40	
Federal—Gasoline tax	1,730 74	
Other taxes	106 91	22,932 18
Total Revenue Deductions.....		<u>\$153,987 63</u>
Operating Income		D \$1,303 57
Deductions from Gross Income:		
Miscellaneous rent deductions.....	\$3,885 00	
Interest on unfunded debt.....	459 27	4,344 27
Net Corporate Income or (D) Loss.....		<u><u>D \$5,647 84</u></u>

Travelers' Bus Lines, Inc.

Rolling Stock.—Company reports 16 Passenger Buses owned and available for service at June 30, 1934; aggregate seating capacity, 490. Company also reports 2 service cars.

Passenger Movement

	Year Ended June 30, 1934
Length of route (Route Q-10, Lefferts Boulevard, Queens).....	3.5
Average maximum number of buses per day.....	15
Number of regular bus trips (round).....	60,700
Revenue bus miles.....	461,428
Active	430,254
Idle	31,174
Bus seat miles—active.....	12,985,899
Revenue bus hours.....	52,597
Revenue passengers (at 5 cents).....	3,038,703

Employees and Wages

Number of Operators at June 30, 1934.....	28
Wages of Operators for the year ended June 30, 1934.....	\$37,132 93
Total number of employees at June 30, 1934.....	39
Total compensation of all employees for year ended June 30, 1934.	\$62,057 78

Officers.—President, S. T. Hanrahan; Vice-President, M. L. Hanrahan; Secretary, B. W. Groening; Treasurer, W. T. Hanrahan.

Directors.—Stephen T. Hanrahan, Martha L. Hanrahan, William T. Hanrahan, Bernard W. Groening.

Main Business Office.—74 Trinity Place, New York, N. Y.

Report verified by William T. Hanrahan, Treasurer, September 26, 1934.

TRIBORO COACH CORPORATION

Incorporated April 10, 1931. Effective February 4, 1933, the Company obtained a Franchise Contract for one year from the City of New York for three routes in the Borough of Queens. A Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective April 25, 1933.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$271,405 13	Fixed Capital—Gross Investment.....	\$368,449 45
35,199 32	Less Accrued amortization of capital.....	73,848 89
\$236,205 81	Fixed capital—net investment.....	\$294,600 56
\$7,000 00	Miscellaneous Investments.....	\$7,000 00
	Current Assets:	
\$7,147 55	Cash	\$40,663 74
2,002 29	Accounts receivable.....	1,639 47
5,638 69	Materials and supplies.....	9,736 25
\$14,788 53	Total current assets.....	\$52,039 46
	Special Deposits:	
\$9,890 00	Deposited with City of New York.....	\$9,800 00
20,045 00	Other special deposits.....	45 00
\$29,845 00	Total special deposits.....	\$9,845 00
	Miscellaneous Temporary Debits:	
\$3,229 17	Prepayments	\$2,839 33
	Other suspense.....	841 72
\$3,229 17	Total deferred debit items.....	\$3,681 35
\$291,068 51	Total Assets.....	\$367,166 37
	LIABILITIES AND CAPITAL	
	Capital Liability:	
\$214,814 84	Common stock.....	\$214,000 00
	Capital stock subscribed.....	30,000 00
\$214,814 84	Total capital liability.....	\$244,000 00
	Funded Debt:	
\$30,625 00	Real estate mortgages	\$48,750 00
14,710 02	Equipment obligations.....	40,546 97
\$45,335 02	Total funded debt.....	\$89,296 97
	Unfunded Debt:	
\$7,492 09	Taxes accrued.....	\$7,876 86
1,841 74	Miscellaneous loans and bills payable.....	243 76
15,568 89	Miscellaneous accounts payable.....	23,649 41
600 00	Interest accrued on funded debt.....	655 68
	Interest accrued on unfunded debt.....	385 52
1,626 81	Due for wages and salaries.....	
\$27,129 44	Total unfunded debt.....	\$32,811 23
\$3,789 21	Corporate Surplus.....	\$1,058 17
\$291,068 51	Total Liabilities and Capital.....	\$367,166 37

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance at June 30, 1934
Land devoted to bus operations.....	\$17,500 00		\$32,500 00
Shop and garage buildings.....	33,397 18		93,975 98
Passenger buses.....	44,433 18		227,936 12
Service cars.....			1,380 00
Shop and garage equipment.....	1,051 38	\$397 52	6,460 54
Furniture and office equipment.....	1,138 60	78 50	6,196 81
Total	\$97,520 34	\$476 02	\$368,449 45

Triboro Coach Corporation

Income Statement

	Year Ended June 30, 1934
Operating Revenues:	
Passenger revenue	\$368,353 10
Chartered bus revenue	16,125 00
Advertising	1,080 00
Total Operating Revenues	\$385,558 10
Operating Expenses:	
Maintenance of plant and equipment	\$101,530 07
Garage operation and fuel	36,785 05
Operation of buses	98,593 02
Traffic promotion	366 00
Injuries to persons and property	300 00
Administrative and general expenses	89,784 36
Total Operating Expenses	\$327,358 50
Taxes	62,669 51
Total Revenue Deductions	\$390,028 01
Operating Income	D \$4,469 91
Deductions from Gross Income:	
Miscellaneous rent deductions	\$1,123 71
Interest	4,937 58
Total Deductions from Gross Income	\$6,061 29
Net Corporate Income or (D) Loss	D \$10,531 20

Operating Expenses

Maintenance of Plant and Equipment:	
Superintendence of plant and equipment	\$5,029 64
Repairs of buildings, fixtures and grounds	1,065 99
Repairs of passenger bus bodies	5,319 53
Repairs of passenger bus chassis and motors	33,601 49
Tires and tubes	9,315 25
Repairs of shop, garage and misc. transp. equipment	2 53
Repairs and operation of service equipment	602 03
Miscellaneous shop expenses	7,540 62
Depreciation of plant and equipment	39,052 99
Total	\$101,530 07
Garage Operation and Fuel:	
Garage employees	\$7,983 19
Garage supplies and expenses	1,188 24
Fuel for revenue vehicles	24,249 96
Lubricants for revenue vehicles	3,363 66
Total	\$36,785 05
Operation of Buses:	
Superintendence of transportation	\$19,149 86
Bus operators	78,629 67
Road expense	362 74
Other transportation employees	450 75
Total	\$98,593 02

Triboro Coach Corporation
Operating Expenses—Concluded

Traffic Promotion:	
Advertising	\$366 00
Injuries to Persons and Property:	
Injuries and damages.....	\$300 00
Administrative and General Expenses:	
Salaries and expenses of general officers.....	\$37,298 87
Salaries and expenses of general office clerks.....	5,027 91
General office supplies and expenses.....	1,712 23
General law expenses.....	4,475 00
General stationery and printing.....	1,002 86
Employees welfare expenses.....	1,095 00
Insurance	30,229 41
Undistributed adjustments	684 18
Miscellaneous general expenses.....	8,258 90
Total	\$89,784 36
Grand total—Operating Expenses.....	\$327,358 50

Taxes

CLASS OF TAX	Amount accrued	Amount paid
Local:		
Real estate tax.....	\$2,256 02	\$2,257 61
Franchise tax on earnings.....	36,932 86	36,706 75
Emergency tax of 1½% on gross earnings....	4,810 19	2,797 00
Taxes on personal property.....	11 64	.....
Garage permits and hack licenses.....	132 17	177 50
State:		
Motor vehicle licenses.....	435 81	586 29
Franchise tax on gross earnings.....	1,927 54	1,790 17
Franchise tax on capital stock.....	205 30	137 59
Gasoline tax	10,410 90	10,410 90
Federal:		
Income tax	Cr 100 00	.....
Gasoline tax	4,324 27	4,324 27
Other taxes	1,322 81	2,928 56
Total	\$62,669 51	\$62,116 64

Triboro Coach Corporation

Rolling Stock.—Company reports 33 Passenger Buses available for service at June 30, 1934, aggregate seating capacity, 936, of which 26 were held under complete title and 7 under conditional sales contract. Company also reports 2 service cars owned and available for service.

Accidents to Persons.—Company reports 67 minor injuries, of which 56 were to passengers and 11 to employees.

<i>Passenger Movement</i>	Year Ended June 30, 1934
Length of route (in Queens) operated at June 30, 1934.....	10.05
Average maximum number of buses per day.....	24
Number of regular bus trips (round).....	148,121
Revenue bus miles.....	1,094,373
Active	1,020,547
Idle	24,611
Special	49,215
Bus seat miles—active.....	30,646,653
Revenue bus hours.....	131,177
Active and idle.....	126,476
Special	4,701
Revenue passengers (at 5 cents).....	7,367,062

Employees and Wages

Number of Operators at June 30, 1934.....	59
Wages of Operators for the year ended June 30, 1934.....	\$78,629 67
Total number of employees at June 30, 1934.....	90
Total compensation of all employees for year ended June 30, 1934.	\$170,661 37

Officers.—President and Treasurer, Sal G. Fornatora; Vice-President and Secretary, Charles A. Hilms.

Directors.—Sal G. Fornatora, Charles A. Hilms, M. J. Fornatora.

Main Business Office.—29-23 Vernon Boulevard, Long Island City, N. Y.

Report verified by Sol. G. Fornatora, President, October 31, 1934.

Z. & M. COACH COMPANY, INC.

Incorporated August 19, 1926. Effective December 30, 1932, the Company obtained a Franchise Contract for one year from the City of New York for Route Q-27, Flushing-Rosewood, Queens, 4.5 miles. A Certificate of Public Convenience and Necessity for the duration of the franchise was granted by the Transit Commission and became effective May 2, 1933.

BALANCE SHEET

June 30, 1933	ASSETS	June 30, 1934
\$115,864 85	Fixed Capital—Gross Investment.....	\$136,170 58
62,195 69	Less Accrued amortization of capital.....	77,127 68
<u>\$53,669 16</u>	Fixed capital—net investment.....	<u>\$59,042 90</u>
	Current Assets:	
\$15,610 02	Cash	\$21,214 27
1,045 00	Loans and bills receivable.....	732 65
1,390 39	Accounts receivable.....	.....
1,178 35	Rents receivable.....	.....
1,299 00	Materials and supplies.....	1,100 00
<u>\$20,522 76</u>	Total current assets.....	<u>\$23,046 92</u>
	Special Deposits:	
\$3,000 00	Deposited with City of New York.....	\$3,000 00
25 00	Other special deposits.....	.....
<u>\$3,025 00</u>	Total special deposits.....	<u>\$3,000 00</u>
	Miscellaneous Temporary Debits:	
\$3,631 88	Prepayments	\$2,141 42
.....	Other suspense.....	300 00
<u>\$3,631 88</u>	Total deferred debit items.....	<u>\$2,441 42</u>
<u>\$80,848 80</u>	Total Assets.....	<u>\$87,531 24</u>
	LIABILITIES AND CAPITAL	
	Capital Stock:	
\$29,500 00	Preferred stock.....	\$29,500 00
29,500 00	Common stock.....	29,500 00
<u>\$59,000 00</u>	Total	<u>\$59,000 00</u>
	Funded Debt:	
\$10,609 35	Equipment obligations.....	\$13,813 25
	Unfunded Debt:	
\$1,355 50	Taxes accrued.....	\$2,447 22
5,000 00	Miscellaneous loans and bills payable.....	5,000 00
4,946 07	Miscellaneous accounts payable.....	5,096 19
419 15	Due for wages and salaries.....	1,284 99
<u>\$11,720 72</u>	Total unfunded debt.....	<u>\$13,828 40</u>
D \$481 27	Corporate Surplus or (D) Deficit.....	\$889 59
<u>\$80,848 80</u>	Total Liabilities and Capital.....	<u>\$87,531 24</u>

Fixed Capital

TITLE OF ACCOUNT	Installed during year	Retired during year	Balance at June 30, 1934
Passenger buses.....	\$22,156 33	\$2,600 00	\$132,897 48
Service cars.....	921 90	200 00	2,349 40
Shop and garage equipment.....	.....	.....	789 20
Furniture and office equipment.....	27 50	.....	134 50
Total	<u>\$23,105 73</u>	<u>\$2,800 00</u>	<u>\$136,170 58</u>

Z. & M. Coach Company, Inc.

Income Statement

Year Ended
June 30, 1934

Operating Revenues:		
Passenger revenue		\$197,825 60
Operating Expenses:		
Maintenance of Plant and Equipment:		
Repairs of passenger buses..... ¹	\$14,181 29	
Tires and tubes.....	3,533 10	
Repairs and operation of service equipment..	619 27	
Miscellaneous shop expenses.....	391 45	
Depreciation of plant and equipment.....	17,173 69	\$35,898 80
Garage Operation and Fuel:		
Garage employees	² \$15,224 27	
Garage supplies and expenses.....	736 85	
Fuel for revenue vehicles.....	23,780 64	
Lubricants for revenue vehicles.....	3,487 43	43,229 19
Operation of Buses:		
Superintendence of transportation.....	\$6,956 41	
Bus operators	38,247 08	
Other transportation expenses.....	2,113 97	47,317 46
Injuries to Persons and Property:		
Claim department expenses.....	\$1,946 18	
Other injuries and damages.....	412 50	2,358 68
Administrative and General Expenses:		
Salaries and expenses of general officers....	\$6,339 78	
Salaries and expenses of general office clerks.	4,897 29	
General office supplies and expenses.....	1,958 13	
General law expenses.....	6,000 00	
General stationery and printing.....	123 02	
Insurance	19,753 39	
Miscellaneous general expenses.....	108 25	39,179 86
Total Operating Expenses.....		\$167,983 99
Taxes:		
Local—Franchise tax on earnings.....	\$19,723 11	
Emergency tax of 1½% on gross earnings	1,084 82	
State—Motor vehicle licenses.....	446 91	
Franchise tax on gross earnings.....	863 97	
Franchise tax on capital stock.....	50 00	
Gasoline tax	4,061 79	
Federal—Gasoline tax	1,453 93	
Other	167 42	27,851 95
Total Revenue Deductions.....		\$195,835 94
Operating Income		\$1,989 66
Non-Operating Income:		
Interest		554 21
Gross Income		\$2,543 87
Deductions from Gross Income:		
Miscellaneous rent deductions.....	\$4,250 00	
Interest on funded debt.....	255 72	4,505 72
Net Corporate Income or (D) Loss.....		D \$1,961 85

¹ See note 2 below.² Part of the compensation of these Garage employees is properly chargeable to Repairs of passenger buses.

Z. & M. Coach Company, Inc.

Rolling Stock.—Company reports 27 passenger buses available for service at June 30, 1934, of which 25 were held under complete title and 2 under conditional sales agreement; aggregate seating capacity, 800. Company also reports 3 service cars owned and available for service.

*Passenger Movement*¹

	Year Ended June 30, 1934
Miles of route operated at June 30, 1934 ¹	9.0
Average maximum number of buses per day.....	17
Number of regular bus trips (round).....	63,477
Revenue bus miles—active.....	792,472
Bus seat miles—active.....	23,511,065
Revenue bus hours—active and idle.....	72,354
Revenue passengers (at 5 cents).....	3,956,512

Employees and Wages

Number of Operators at June 30, 1934.....	27
Wages of Operators for the year ended June 30, 1934.....	\$38,247 08
Total number of employees at June 30, 1934.....	47
Total compensation of all employees for the year ended June 30, 1934	\$69,212 16

Officers.—President, Frederick G. Zander; Vice-President, Ida Krolikiwicz; Secretary, Anna Parsons.

Directors.—Frederick G. Zander, Anna Parsons, Ida Krolikiwicz, Catherine Zander, Joseph Maguire.

Main Business Office.—135-37 Roosevelt Avenue, Flushing, N. Y.

Report verified by Frederick G. Zander, President, October 3, 1934.

¹ Operation of Routes Q-26 and Q-27.

CHAPTER IV

STEAM RAILROAD COMPANIES

YEAR ENDED DECEMBER 31, 1934

- I. Summary of returns of Lessor Steam Railroads in New York City.
- II. Summary of returns of Steam Railroads operating in New York City.
- III. Details of operating expenses.
- IV. Freight carried by Staten Island Rapid Transit Railway Company.
- V. Suburban passenger traffic (from monthly returns):
 - A. Long Island Railroad.
 - B. Pennsylvania Railroad (at Pennsylvania Terminal).
 - C. New York Central Railroad, including West Shore.
 - D. New York, New Haven & Hartford Railroad.
 - E. New York, Westchester & Boston Railway.

TABLE I. SUMMARY OF RETURNS OF LESSOR STEAM RAILROADS IN

ITEM	
Miles of road or first track.....	
INCOME AND SURPLUS	
Non-operating revenue:	
Income from lease of road.....	
Gross income.....	
Deductions from gross income:	
Interest and corporate expenses.....	
Net corporate income.....	
Accumulated balance, December 31, 1933.....	
Dividends.....	
Net adjustments.....	
Accumulated balance, December 31, 1934.....	
BALANCE SHEET	
Assets:	
Investment in road and equipment.....	
Accrued depreciation.....	
Net investment.....	
Other investments.....	
Current assets.....	
Deferred assets and unadjusted debits.....	
Total.....	
Liabilities and Capital:	
Capital stock.....	
Funded debt.....	
Other permanent debts (and bills) owing associated companies ¹	
Current liabilities.....	
Deferred liabilities.....	
Total.....	
Surplus or (D) Deficit.....	

¹ These lessor roads are entirely electrical.² That portion along Atlantic Avenue and eastward of Flatbush Avenue.³ Controlled by Pennsylvania Railroad through stock ownership.⁴ Controlled by Baltimore & Ohio Railroad through stock ownership.⁵ Includes obligations for construction advances and matured funded debt owing to system companies.⁶ The Brooklyn & Queens Transit is an operating street railway in whose income statement, Table XV, A, Chapter II, Part II, the \$60,000 is included, hence the item is bracketed here and not included in the table.⁷ Includes 7.78 miles outside of New York City.

NEW YORK CITY: FOR THE YEAR ENDED DECEMBER 31, 1934

LONG ISLAND RAILROAD COMPANY, LESSEE	PENNSYLVANIA RAILROAD, LESSEE	STATEN ISLAND RAPID TRANSIT, LESSEE	Total
Brooklyn & Queens Transit ²	Pennsylvania Tunnel & Terminal ³	Staten Island Railway ⁴	
9.61	⁷ 13.68	¹¹ 12.65	35.94
³ [\$60,000 00]	⁸ \$5,137,088 96		\$5,137,088 96
	\$5,137,088 96	(12)	\$5,137,088 96
	⁹ 2,637,088 96	(12)	2,637,088 96
	\$2,500,000 00	(12)	\$2,500,000 00
	¹⁰ 3,115,140 11	¹³ \$271,497 80	3,386,637 91
	⁹ 2,500,000 00	.....	2,500,000 00
		Cr 614 86	Cr 614 86
	¹⁰ \$3,115,140 11	¹³ \$272,112 66	\$3,387,252 77
	\$124,416,889 70	\$4,021,006 84	\$128,437,896 54
	6,550,530 57	167,379 02	6,717,909 59
	\$117,866,359 13	\$3,853,627 82	\$121,719,986 95
	386,167 58	¹⁴ 683,691 01	1,069,858 59
		29,028 75	29,028 75
	2,340,821 59	156,612 65	2,497,434 24
	\$120,593,348 30	\$4,722,960 23	125,316,308 53
	\$50,000 000 00	\$1,050,000 00	\$51,050,000 00
	.....	2,318,500 00	2,318,500 00
	67,478,208 19	143,906 64	67,622,114 83
	.....	285,984 36	285,984 36
	.....	¹⁵ 652,456 57	652,456 57
	\$117,478,208 19	\$4,450,847 57	\$121,929,055 76
	\$3,115,140 11	\$272,112 66	\$3,387,252 77

⁸ Rental based on 5% dividend on capital stock, \$2,500,000; 4½% on note of \$58,600,576.95 to Pennsylvania Railroad, \$2,637,025.96; corporate expense, \$63.

⁹ See note 8 above.

¹⁰ Includes Additions to Property through Income and Surplus, \$1,183.64.

¹¹ Included in mileage of Staten Island Rapid Transit, in Table II, A.

¹² There is no separate income account for the lessor, receipts and disbursements of all kinds being included with those of the lessee.

¹³ Includes Additions to Property through Income and Surplus, \$14,300.40.

¹⁴ Includes \$670,101.23, deposits in lieu of mortgaged property sold.

¹⁵ Contribution by State of New York toward the elimination of grade crossings.

TABLE II. SUMMARY OF RETURNS OF STEAM RAILROADS OPERATING
(A) Physical and

ITEM	New York Connecting Railroad
TRACK MILEAGE, DECEMBER 31ST	
Miles of line.....	\$ 20.50
Miles of running track.....	\$ 48.46
Miles of all track.....	\$ 64.63
Increase over 1933.....	
EQUIPMENT, DECEMBER 31ST	
Passenger cars.....	
Company-service cars.....	
Locomotives.....	48
Steamboats and tugboats.....	
Barges, car floats and canal boats.....	
CAR MOVEMENT (MILES)	
Passenger.....	
Freight (including caboose).....	\$ 6,109,859
Company service.....	37,301
Locomotive.....	297,899
PASSENGER AND FREIGHT MOVEMENT	
Number of revenue passengers.....	
Increase over 1933.....	
Passenger mileage.....	
Tons of revenue freight.....	3,753,156
Ton-miles of revenue freight.....	73,201,086
Number of cars handled (loaded and empty).....	N. R.
ACCIDENTS	
Total persons killed.....	
Passengers.....	
Employees.....	
Others.....	
Total persons injured.....	
Passengers.....	
Employees.....	
Others.....	
EMPLOYEES AND WAGES	
Number of officers and employees ¹	\$ 53
Total compensation.....	\$ 348,102 13

¹ Includes figures of the lessor, Staten Island Railway.² Average for year.³ Of which only the following is owned: Line, 8.97 miles; running track, 25.40; all track, 26.30.⁴ Represents average number (leased) used during the year.⁵ Includes Railway Express Agency, 62,806.⁶ Excludes train and engine service employees carried on payroll of New York, New Haven & Hartford R. R.

IN NEW YORK CITY FOR THE YEAR ENDED DECEMBER 31, 1934
operating statistics

Staten Island Rapid Transit Railroad ¹	Brooklyn Eastern District Terminal	New York Dock Railway	Jay Street Connecting Railroad	Total
⁷ 23.54	.....	1.32	0.64	46.00
⁷ 48.34	.....	2.27	0.64	99.71
⁷ 112.82	¹¹ 10.91	¹² 11.29	0.64	200.29
.....	D 0.36	.....	.....	D 0.36
⁸ 95	.....	.....	.....	95
⁹ 11	⁸ 4	1	.....	16
⁹ 3	⁸ 6	5	4	26
⁸ 2	⁸ 3	1	.....	6
.....	⁸ 10	5	.....	15
¹⁰ 2,497,429	.....	.....	.....	2,497,429
225,559	.....	.....	.....	6,335,418
6,678	N. R.	N. R.	.....	.....
67,174	N. R.	90,114	2,860	.....
9,129,112	.....	.....	.....	9,129,112
D 580,991	.....	.....	.....	D 580,991
48,840,749	.....	.....	.....	48,840,749
772,823	N. R.	N. R.	N. R.	.....
4,710,799	N. R.	N. R.	N. R.	.....
N. R.	56,176	36,605	21,446	.....
1	.....	.....	.....	1
.....
1	.....	.....	.....	1
4	32	11	3	50
.....
4	27	11	3	41
4	5	.....	.....	9
997	222	148	27	1,447
\$1,481,370 00	\$320,770 00	\$204,804 69	\$36,491 09	\$2,091,537 91

⁷ Of this mileage, 0.08 is in New Jersey.

⁸ Leased.

⁹ Of which 1 is leased.

¹⁰ Of which 2,496,783 are motor car miles.

¹¹ Reported as yard track and sidings, of which 0.95 is owned by respondent, and 9.96 is owned by Havemeyer & Elder, Inc.

¹² Includes 0.09 miles owned by E. R. Squibb & Son.

TABLE II. Summary of returns of steam railroads operating in
(B) Financial

ITEM	New York Connecting Railroad
INCOME ACCOUNT	
Operating Revenues:	
Passenger.....	
Freight.....	\$2,559,565 04
Express.....	139,962 71
Switching.....	
Ferry.....	
Other transportation.....	968 58
Other operating.....	
Total.....	\$2,700,496 33
Operating Expenses:	
Maintenance of way and structures.....	\$155,580 31
Maintenance of equipment.....	85,235 31
Traffic.....	
Transportation.....	337,552 06
General and miscellaneous.....	12,541 11
Total.....	\$590,908 79
Taxes (railway operations).....	400,783 45
Uncollectible Revenues.....	
Total revenue deductions.....	\$991,692 24
Operating Income (transportation).....	\$1,708,804 09
Other Income.....	298,678 69
Gross Income.....	\$2,007,482 78
Deductions from Gross Income:	
Interest and other.....	\$1,307,155 87
Rents.....	705,323 12
Total.....	\$2,012,478 99
Net Corporate Income or (D) Deficit.....	D \$4,996 21
Accumulated balance, December 31, 1933.....	D 637,795 69
Dividends.....	
Net adjustments.....	Dr 416 93
Accumulated balance, December 31, 1934.....	D \$643,208 83
BALANCE SHEET	
Assets:	
Investment in road and equipment — gross.....	\$27,342,070 81
Accrued amortization (depreciation).....	
Investment in road and equipment — net.....	\$27,342,070 81
Other investments.....	1,536,463 32
Current assets.....	738,310 87
Deferred assets and unadjusted debits.....	951,458 98
Total.....	\$30,568,303 98
Liabilities and Capital:	
Capital stock.....	\$3,000,000 00
Funded debt.....	27,333,000 00
Non-negotiable debt to affiliated companies.....	
Current liabilities.....	628,200 44
Deferred liabilities and unadjusted credits.....	250,312 37
Surplus or (D) Deficit.....	D 643,208 83
Total.....	\$30,568,303 98
Increase in gross fixed capital during year.....	\$531 47

¹ Includes \$709,674.05, contribution from Baltimore & Ohio Railroad Company.² See note 1.³ Includes Additions to Property through Income and Surplus, \$111,907.50.

New York City for the year ended December 31, 1934
data

Staten Island Rapid Transit Railroad	Brooklyn Eastern District Terminal	New York Dock Railway	Jay Street Connecting Railroad	Total
\$962,994 68				\$962,994 68
586,159 03	\$928,099 43	\$540,236 86		4,614,060 36
5 12				139,967 83
459 25		6,820 80	\$36,474 00	43,754 05
74,049 00				74,049 00
19 54		37 50		1,025 62
25,714 29	25,319 25	9,262 94	32 00	60,328 48
\$1,649,400 91	\$953,418 68	\$556,358 10	\$36,506 00	\$5,896,180 02
\$145,337 38	\$56,458 34	\$47,658 28	\$1,735 63	\$406,769 94
159,333 58	109,277 53	103,503 83	9,464 52	466,814 77
20,291 88	3,913 52	10,008 42	3,000 00	37,213 82
982,969 55	307,714 29	275,475 90	35,389 15	1,939,100 95
154,183 53	64,336 36	33,658 20	2,149 78	266,868 98
\$1,462,115 92	\$541,700 04	\$470,304 63	\$51,739 08	\$3,116,768 46
192,900 69	78,727 53	49,476 61	3,466 71	725,354 99
8 79		1,551 37		1,560 16
\$1,655,025 40	\$620,427 57	\$521,332 61	\$55,205 79	\$3,843,683 61
D \$5,624 49	\$332,991 11	\$35,025 49	D \$18,699 79	\$2,052,496 41
1845,435 98	14,658 82	212 94	37,168 86	1,196,155 29
\$839,811 49	\$347,649 93	\$35,238 43	\$18,469 07	\$3,248,651 70
\$338,642 84	\$1,262 49	\$66,909 00	\$89 07	\$1,714,059 27
501,168 65	428,466 42	62,340 00	9,500 00	1,706,798 19
\$839,811 49	\$429,728 91	\$129,249 00	\$9,589 07	\$3,420,857 46
(2)	D \$82,078 98	D \$94,010 57	\$8,880 00	D \$172,205 76
\$2,412,148 41	\$350,701 65	D 493,656 52	124,653 38	1,756,051 23
			100,000 00	100,000 00
Dr 23,012 15	\$62,756 31	Cr 509 34	Dr 1,599 97	Cr 38,236 60
\$2,389,136 26	\$331,378 98	D \$587,157 75	\$31,933 41	\$1,522,082 07
\$10,478,070 87	\$66,784 16	\$839,948 66	\$78,390 42	\$38,805,264 92
43,768 89	25,946 48	343,711 81	48,815 20	462,242 38
\$10,434,301 98	\$40,837 68	\$496,236 85	\$29,575 22	\$38,343,022 54
\$536,960 50	75,000 00	28,477 92		2,176,901 74
475,382 01	397,404 66	77,803 58	123,855 77	1,812,756 89
379,837 09	23,649 74	23,239 60	385 85	1,378,571 26
\$11,826,481 58	\$536,892 08	\$625,757 95	\$153,816 84	\$43,711,252 43
\$500,000 00	\$150,000 00	\$3,300 00	\$20,000 00	\$3,673,300 00
7,160,000 00				34,493,000 00
97,496 06		274,333 84		371,829 90
831,018 45	48,795 98	934,886 16	48,694 46	2,491,595 49
848,830 81	6,717 12	395 70	53,188 97	1,159,444 97
2,389,136 26	331,378 98	D 587,157 75	31,933 41	1,522,082 07
\$11,826,481 58	\$536,892 08	\$625,757 95	\$153,816 84	\$43,711,252 43
\$189,954 87	D \$204 40	D \$13,010 25	D \$7,242 08	\$170,029 61

⁴ Includes \$197,662.12, deposits in lieu of mortgaged property sold.

⁵ Additions to Property through Income and Surplus are included as follows: Accumulated balance, December 31, 1933, \$562.56; Net adjustment, Dr \$200; accumulated balance, December 31, 1934, \$362.56.

TABLE III. DETAILS OF OPERATING EXPENSES OF STEAM ROADS IN NEW YORK CITY, 1934: (A) Class I roads ¹

ITEM	New York Connecting Railroad	Staten Island Rapid Transit Railway	Brooklyn Eastern District Terminal
Maintenance of Way and Structures:			
Superintendence.....	\$5,544 02	\$20,988 05	\$5,306 21
Roadway maintenance.....	6,958 39	7,680 19	146 92
Roadway — depreciation.....			459 13
Tunnels and subways.....		5,289 65	
Bridges, trestles and culverts.....	16,182 26	2,121 47	26 99
Ties.....	10,667 70	20,980 33	1,338 99
Ties — depreciation.....			1,712 28
Rails.....	478 31	1,716 57	1,315 31
Rails — depreciation.....			246 10
Other track materials.....	1,452 98	575 96	1,519 70
Other track material — depreciation.....			1,973 35
Ballast.....	5,054 83	Cr 3 84	186 59
Ballast — depreciation.....			51 32
Track laying and surfacing.....	31,257 46	24,041 30	6,031 62
Right of way fences.....	1,265 14	69 28	
Snow and sand fences and snow sheds.....		150 00	
Crossings and signs.....		11,799 98	850 46
Crossings and signs — depreciation.....			261 99
Stations and office buildings.....		16,918 58	3,431 75
Stations and office buildings — depreciation.....			5,639 82
Roadway buildings.....	34 50	50 49	
Water stations.....		1,902 72	22 05
Water stations — depreciation.....			
Fuel stations.....		958 61	134 40
Fuel stations — depreciation.....			15 00
Shops and engine houses.....		5,870 15	530 51
Shops and engine houses — depreciation.....			699 19
Storage warehouses.....			693 37
Storage warehouses — depreciation.....			582 84
Wharves and docks.....		19,556 58	8,010 84
Wharves and docks — depreciation.....			9,758 84
Telegraph and telephone lines.....	584 46	4,360 39	
Signals and interlockers.....	3,590 73	19,470 94	
Power sub-station buildings.....		1,384 68	
Power transmission systems.....		628 19	
Power distribution systems.....	13,266 30	7,693 95	
Power distribution systems — depreciation.....			75 08
Power line poles and fixtures.....	192 01	12 41	
Underground conduits.....			
Roadway machines.....	359 87	12 21	3 88
Small tools and supplies.....	1,289 93	957 30	256 64
Removing snow, ice and sand.....	1,709 69	10,919 43	940 21
Assessments for public improvements.....		75	
Injuries to persons.....	77 00	2,232 41	
Insurance.....		4,929 08	4,187 73
Stationery and printing.....	6 82	150 11	49 23
Other expenses.....		Cr 209 19	
Maintaining joint tracks, yards and other facilities — Dr.....	75,844 66		
Maintaining joint tracks, yards and other facilities — Cr.....	Cr 20,236 75	Cr 47,871 35	
Total.....	\$155,580 31	\$145,337 38	\$56,458 34
Maintenance of Equipment:			
Superintendence.....		\$17,603 49	\$6,055 48
Shop machinery.....		3,027 06	713 14
Shop machinery — depreciation.....			931 09
Power substation apparatus.....		9,185 38	
Steam locomotives — repairs.....		7,703 38	10,294 20
Steam locomotives — depreciation.....		1,330 76	1,292 34
Other locomotives — repairs.....	\$50,915 40		
Freight train cars — repairs.....	23,398 01		
Passenger train cars — repairs.....		57,541 96	
Motor equipment of cars — repairs.....		18,245 97	
Floating equipment — repairs.....		15,662 50	40,548 77
Floating equipment — depreciation.....		7,923 05	25,719 56
Work equipment — repairs.....		927 05	271 90
Work equipment — depreciation.....		1,303 31	963 65
Work equipment — retirements.....			200 78
Miscellaneous equipment — repairs.....			99 54
Miscellaneous equipment — depreciation.....			288 00
Injuries to persons.....		8,704 47	
Insurance.....		9,759 35	21,849 84
Stationery and printing.....		232 87	49 24
Maintaining joint equipment — Dr.....	10,921 90	182 98	
Total.....	\$85,235 31	\$159,333 58	\$109,277 53

¹ Companies having annual operating revenues above \$1,000,000.

TABLE III. Details of operating expenses of steam roads in New York City, 1934:
(A) Class I roads¹—Concluded

ITEM	New York Connecting Railroad	Staten Island Rapid Transit Railway	Brooklyn Eastern District Terminal
Traffic:			
Superintendence.....		\$11,888 25	.....
Outside agencies.....		3,077 92	\$427 90
Advertising.....		186 80	3,111 54
Traffic associations.....		424 90	374 08
Stationery and printing.....		4,689 66	.....
Other expenses.....		24 35	.....
Total.....		\$20,291 88	\$3,913 52
Transportation:			
Superintendence.....	\$6,728 85	\$26,405 94	\$43,819 31
Dispatching trains.....	3,056 21	7,726 70	.....
Station employees.....		100,303 97	71,617 67
Weighing, inspection and demurrage bureaus.....		21 31	.....
Station supplies and expenses.....		10,792 33	6,528 86
Yardmasters and yard clerks.....			16,790 70
Yard conductors and brakemen.....		5,673 20	25,898 71
Yard enginemen.....		3,676 70	10,009 44
Fuel for yard locomotives.....		5,468 67	13,418 73
Water for yard locomotives.....		400 81	911 40
Lubricants for yard locomotives.....		81 09	242 69
Other supplies for yard locomotives.....		174 46	475 05
Enginehouse expenses—yard.....		1,509 69	9,473 26
Yard supplies and expenses.....		163 60	465 08
Train enginemen.....		14,428 59	.....
Train motormen.....	18,141 66	92,198 75	.....
Fuel for train locomotives.....		21,816 78	.....
Train power produced.....		8,138 56	.....
Train power purchased.....	109,460 78	172,024 59	.....
Water for train locomotives.....		1,283 13	.....
Lubricants for train locomotives.....	656 83	127 26	.....
Other supplies for train locomotives.....	617 55	623 34	.....
Engine house expenses—train.....	3,868 30	4,212 88	.....
Trainmen.....	20,597 67	202,934 19	.....
Train supplies and expenses.....	9,032 68	38,182 23	.....
Signal and interlocker operation.....	2,773 41	29,030 91	.....
Crossing protection.....	2,587 20	83,768 51	811 77
Drawbridge protection.....		17,745 96	.....
Telegraph and telephone operation.....		4,593 18	.....
Operating floating equipment.....		68,626 99	93,713 24
Stationery and printing.....		6,901 96	1,064 31
Other expenses.....		1,045 26	.....
Insurance.....	332 71	1,388 81	11,590 00
Clearing wrecks.....	1,671 84	28 03	65 61
Damage to property.....	660 00	958 23	464 64
Loss and damage.....	1,511 85	1,023 43	353 82
Injuries to persons.....	2,160 67	65,446 62	.....
Operating joint yards and terminals—Dr.....	116,863 37	.....	.....
Operating joint tracks and facilities—Dr.....	45,819 33	.....	.....
Operating joint tracks and facilities—Cr.....	Cr 8,988 85	Cr 15,957 11	.....
Total.....	\$337,552 06	\$982,969 55	\$307,714 29
General:			
Salaries and expenses of general officers.....	\$493 98	\$11,548 47	\$26,048 07
Salaries and expenses of clerks and attendants.....	9,229 27	83,576 90	10,967 00
General office supplies and expenses.....	627 91	8,617 44	12,714 36
Law expenses.....	845 86	8,162 51	6,000 00
Insurance.....		216 05	140 68
Relief department expenses.....		4,786 70	.....
Pensions.....	877 10	28,670 17	5,648 69
Stationery and printing.....	389 63	3,024 38	775 13
Valuation expenses.....		2,816 10	835 93
Other expenses.....	77 36	2,764 81	1,206 50
Total.....	\$12,541 11	\$154,183 53	\$64,336 36
Grand total, railway operating expenses.....	\$590,908 79	\$1,462,115 92	\$541,700 04

¹ Companies having annual operating revenues above \$1,000,000.

TABLE III. Details of operating expenses of steam roads in New York City, 1934:
(B) Class II and III roads¹

ITEM	New York Dock Railway	Jay Street Connecting Railroad
Maintenance of Way and Structures:		
Superintendence.....	\$4,207 34	\$52 85
Maintaining roadway and track.....	22,513 59	1,598 16
Maintaining track structures.....	48 94	
Maintaining ancillary structures.....	12,826 28	
Depreciation of way and structures.....	5,729 30	62 91
Other way and structure expense.....	2,332 83	21 71
Total.....	\$47,658 28	\$1,735 63
Maintenance of Equipment:		
Superintendence.....	\$1,030 00	
Depreciation of machinery and other apparatus.....	28 92	
Locomotive repairs.....	13,380 51	\$4,449 32
Locomotive depreciation and retirements.....	5,666 39	
Car repairs.....	1 54	
Floating equipment repairs.....	55,053 52	
Floating equipment depreciation and retirements.....	17,997 72	
Equipment depreciation and retirements.....		4,993 49
Work equipment repairs.....	113 41	
Work equipment depreciation and retirements.....	42 48	
Miscellaneous equipment expenses.....	10,189 34	21 71
Total.....	\$103,503 83	\$9,464 52
Traffic:		
Traffic expenses.....	\$10,008 42	\$3,000 00
Transportation — Rail Line:		
Superintendence and dispatching.....	\$5,435 57	\$1,500 00
Station service.....	101,454 80	
Yard enginemen and motormen.....	11,736 80	
Other yard employees.....	32,738 74	
Fuel for yard locomotives.....	14,155 14	
Miscellaneous yard expenses.....	9,118 04	
Train employees.....		29,046 41
Fuel for train locomotives.....		3,553 35
Other train expenses.....	219 77	895 11
Injuries to persons.....		189 42
Loss and damage.....	2,852 66	
Other casualty expenses.....	9,416 49	
Other rail transportation expenses.....	88,347 89	204 86
Total.....	\$275,475 90	\$35,389 15
General:		
Administration.....	\$27,139 38	
Insurance — general.....	88 95	\$1,130 08
Valuation expenses.....	2,625 44	
Other general expenses.....	3,804 43	1,019 70
Total.....	\$33,658 20	\$2,149 78
Grand total, railway operating expenses.....	\$470,304 63	\$51,739 08

¹ Class II comprises those companies having annual operating revenues of more than \$100,000 but not more than \$1,000,000 (New York Dock Railway); Class III roads are those having annual operating revenues of not more than \$100,000 (Jay Street Connecting Railroad).

TABLE IV. FREIGHT CARRIED BY STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY, YEAR ENDED DECEMBER 31, 1934

COMMODITY	NUMBER OF TONS (2,000 LBS.) OF REVENUE FREIGHT			Per cent of all freight
	Originating on re- spondent's roads	Received from connecting carriers	Total	
Products of Agriculture:				
Grain.....		162	162	0.02
Flour and meal.....	29	2,962	2,991	0.39
Cereals and other mill products.....		1,349	1,349	0.17
Hay, straw and alfalfa.....	11	798	809	0.10
Cotton.....	118		118	0.02
Fruit and vegetables.....		342	342	0.05
Other products of agriculture.....	48	5,617	5,665	0.73
Total.....	206	11,230	11,436	1.48
Products of Animals:				
Live stock.....	46	69	115	0.01
Meats, fresh, cured, dried or smoked.....		1,715	1,715	0.22
Packing house products, edible.....	22	101	123	0.02
Poultry, live and dressed.....		266	266	0.03
Hides.....	35	35	70	0.01
Fish or sea-animal oil.....	1,025	4,115	5,140	0.67
Other products of animals.....	1,406	13,622	15,028	1.95
Total.....	2,534	19,923	22,457	2.91
Products of Mines:				
Anthracite coal.....	153	281,435	281,588	36.44
Bituminous coal.....		28,773	28,773	3.72
Coke.....		21,275	21,275	2.75
Gravel, sand and stone.....	55	2,433	2,488	0.32
Salt.....		3,610	3,610	0.47
Other products of mines.....	17,281	10,746	28,027	3.63
Total.....	17,489	348,272	365,761	47.33
Products of Forests:				
Posts, ties, lumber, shingles and lath.....	77	3,851	3,928	0.51
Box, crate and cooperage materials.....	42	2,301	2,343	0.30
Other products of forests.....	30	886	916	0.12
Total.....	149	7,038	7,187	0.93
Manufactures and Miscellaneous:				
Petroleum and other oils.....	128,133	26,924	155,057	20.06
Iron and steel.....	158	8,720	8,878	1.15
Copper, brass, bronze, lead and zinc.....	4,630	85	4,715	0.61
Machinery and boilers.....	208	667	875	0.11
Cement.....		23,256	23,256	3.01
Brick, stone, lime and plaster.....	9,900	6,730	16,630	2.15
Sewer pipe and drain tile.....		880	880	0.11
Railway car wheels, axles and trucks.....	926		926	0.12
Autos, auto trucks and parts.....	51	1,327	1,378	0.18
Furniture.....		830	830	0.11
Beverages.....	127	409	536	0.07
Ice.....	750	826	1,576	0.20
Newsprint and printing paper.....	126	2,662	2,788	0.36
Sulphuric acid and explosives.....	381	1,644	2,025	0.27
Scrap iron and scrap steel.....	1,360		1,360	0.17
Paper bags and wrapping paper.....		1,729	1,729	0.22
Paperboard, pulpboard and wall board (paper).....	36	1,944	1,980	0.26
Soap and washing compounds.....	33,222	1,855	35,077	4.54
Bottles, jars and jelly glasses.....		1,291	1,291	0.17
Other manufactures and miscellaneous.....	31,396	59,174	90,570	11.72
Total.....	211,404	140,953	352,357	45.59
Merchandise — all less than carload freight.....	6,789	6,836	13,625	1.76
Grand total.....	238,571	534,252	772,823	100.00

TABLE V. SUBURBAN TRAFFIC: (A) Long Island Railroad (including rapid transit),¹ 1934
(1) Total passengers by classes, and commuters by stations

CLASSES OF PASSENGERS AND STATIONS	SIX MONTHS —					YEAR ENDED		
	January	April	July	October	January— June, 1934	July— December, 1934	June 30, 1934	December 31, 1934
TOTAL NUMBER OF PASSENGERS CARRIED (ALL STATIONS)								
Commuter ²	3,506,392	3,297,837	3,280,484	3,045,615	20,442,152	18,194,572	42,639,790	38,636,724
“ Local Electric ” ¹	306,359	279,706	222,599	259,936	1,684,958	1,466,315	3,233,430	3,151,273
Thereof sold at Flatbush Ave.	32,172	30,327	21,553	26,400	179,661	146,780	344,038	326,341
All other.....	2,579,610	2,841,285	4,260,383	2,990,636	16,984,683	20,361,755	34,327,790	37,346,438
Total.....	6,392,361	6,418,828	7,763,466	6,296,187	39,111,793	40,022,642	80,201,010	79,134,435
PASSENGERS FROM AND TO NEW YORK CITY TERMINALS ³								
From Seventh Avenue (Pennsylvania Station).....	1,681,545	1,632,443	2,022,757	1,712,084	10,100,966	10,722,316	20,522,286	20,823,282
To Seventh Avenue (Pennsylvania Station).....	1,686,648	1,635,626	2,017,036	1,690,225	10,035,313	10,615,374	20,494,132	20,650,687
From Long Island City.....	10,113	8,077	10,685	7,963	52,202	55,569	122,884	107,771
To Long Island City.....	22,404	10,647	12,342	12,219	93,965	70,884	212,298	164,849
From Flatbush Avenue.....	936,178	893,549	1,039,099	879,505	5,513,471	5,470,849	11,479,002	10,984,320
To Flatbush Avenue.....	1,037,598	988,313	1,125,101	964,376	6,046,991	5,989,086	12,430,043	12,036,077
Total.....	5,374,486	5,168,655	6,227,020	5,266,372	31,842,908	32,924,078	65,260,645	64,766,986
COMMUTERS ⁴ WITHIN NEW YORK CITY LIMITS								
Main Line:								
Woodside ⁵	5	4	4	6	29	27	75	56
Forest Hills.....	1,705	1,615	1,138	1,439	9,776	7,704	18,749	17,480
Kew Gardens.....	1,043	1,025	716	975	6,149	5,226	11,715	11,375
Westbridge.....	2	2	1	2	10	12	14	22
Jamaica ⁶	1,515	1,366	930	1,175	8,371	6,283	16,582	14,654
Hillside.....	342	304	202	1,262	1,897	1,417	3,652	3,314
Hollis.....	1,993	1,841	1,396	1,689	11,415	9,082	22,212	20,497
Bellare.....	917	675	855	855	5,246	4,400	10,816	9,645
Queens Village.....	2,546	2,596	1,633	1,937	14,463	10,880	28,063	25,343

Montauk Division:									
Richmond Hill.....	12	13	7	10	72	52	134	124	
St. Albans.....	1,831	1,700	1,230	1,440	10,377	7,985	20,586	18,362	
Springfield Gardens.....	323	294	205	239	1,794	1,351	3,719	3,145	
Old Southern Division:									
Cedar Manor.....	367	283	213	236	1,706	1,346	3,354	3,052	
Locust Manor.....	234	171	117	142	1,041	785	2,013	1,826	
Higbie Avenue (Springfield).....	364	331	251	316	2,018	1,659	4,123	3,677	
Laurelton.....	1,123	864	643	760	5,444	4,227	10,810	9,671	
Rosedale.....	938	887	653	743	5,430	4,197	10,897	9,627	
Atlantic Division:									
East New York.....	9	9	2	4	51	24	96	75	
Warwick Street.....	25	26	14	29	146	120	277	266	
Autumn Avenue.....	168	153	95	118	925	650	1,678	1,575	
Union Course.....	352	298	188	237	1,877	1,337	3,698	3,214	
Woodhaven.....	177	157	101	128	966	715	1,875	1,681	
Woodhaven Junction.....	212	193	140	172	1,180	945	2,205	2,125	
Clarenceville.....	71	58	40	54	385	266	696	651	
Morris Park.....	230	194	116	142	1,203	782	2,326	1,985	
Rockaway Beach Division:									
Rego Park.....	301	274	189	226	1,700	1,222	3,275	2,922	
Parkside.....	172	160	92	130	966	716	1,870	1,682	
Brooklyn Manor.....	434	395	268	331	2,421	1,814	4,586	4,235	
Ozone Park.....	247	227	148	200	1,358	1,016	2,630	2,374	
Aqueduct.....	57	46	32	31	300	192	616	492	
Howard Beach.....	139	134	107	110	821	603	1,685	1,424	
Hamilton Beach.....	58	44	45	36	307	218	636	525	
The Raunt.....	.....	.....	.....	.....	.....	.....	.....	.....
Broad Channel.....	12	18	22	11	111	84	261	195	
Rockaway Beach.....	1,225	1,160	3,420	927	8,509	10,736	23,962	19,245	

¹ That is, the so-called "local electric" at a straight fare of 8 or 14 cents, depending upon the zone, from Flatbush Avenue station to Jamaica and beyond Jamaica on two branches to Queens and Valley Stream, the service being practically confined within the City limits.

² Estimated by Company on basis of number of commutation tickets sold during the month specified.

³ Based on conductors' count.

⁴ Measured by number of outstanding tickets which were valid within the month specified.

⁵ Station is also on North Side Division but all commuters are included here.

⁶ Station is also on Montauk and Atlantic Divisions but all commuters are included here.

⁷ Station is also on Rockaway Division but all commuters are included here.

TABLE V. Suburban traffic: (A) Long Island Railroad (including rapid transit),¹ 1934 — Continued
(1) Total passengers by classes, and commuters by stations — Concluded

CLASSES OF PASSENGERS AND STATIONS	COMMUTERS ² WITHIN NEW YORK CITY LIMITS — <i>Concluded</i>					YEAR ENDED	
	January	April	July	October	SIX MONTHS —		
					January— June, 1934	July— December, 1934	
					June 30, 1934	December 31, 1934	
Far Rockaway Division:							
Arverne.....	349	329	1,234	327	2,464	7,668	
Frank Avenue.....	11	7	130	4	157	576	
Edgemere.....	127	118	1,232	121	1,254	5,445	
Waverest.....	1	1	104	3	117	565	
Far Rockaway.....	2,261	2,151	3,628	1,885	14,215	34,486	
North Side Division:							
Elmhurst.....	19	17	8	13	111	213	
Corona.....	10	7	5	9	51	103	
Flushing ³	253	226	155	174	1,386	986	
Murray Hill.....	544	489	343	402	2,984	2,694	
Broadway.....	786	761	533	669	4,576	5,776	
Auburndale.....	241	231	149	191	1,370	8,651	
Bayside.....	809	742	584	667	4,550	2,647	
Doughlaston.....	456	437	356	410	2,653	8,894	
Little Neck.....	441	421	330	386	2,530	5,218	
Total L. I. commuters within N. Y. C. limits.....	25,459	23,383	23,804	20,393	146,882	307,796	
Total commuters on Long Island Railroad.....	57,240	54,239	55,791	50,179	337,357	708,695	
						641,492	

¹ That is, the so-called "local electric" at a straight fare of 8 or 14 cents, depending on the zone, from Flatbush Avenue station to Jamaica and beyond Jamaica on two branches to Queens and Valley Stream, the service being practically confined within the City limits.

² Measured by number of outstanding tickets which were valid within the month specified.

³ Combined figures for Flushing-Main Street on Port Washington Branch and Flushing-Bridge Street on Whitestone Branch.

TABLE V. Suburban traffic: (A) Long Island Railroad (including rapid transit),¹ 1934 — Concluded
(2) Passenger car mileage

CLASS OF SERVICE	January	April	July	October	SIX MONTHS —		YEAR ENDED	
					January— June, 1934	July— December, 1934	June 30, 1934	December 31, 1934
REGULAR PASSENGER SERVICE ON PASSENGER TRAINS								
Steam trains: ²								
Ordinary passenger cars.....	496,880	485,458	677,382	543,369	3,006,487	3,525,451	6,447,900	6,531,938
Parlor cars.....	22,976	22,006	72,621	33,093	166,347	275,802	472,989	442,149
Dining cars.....			1,820		1,398	4,283	1,398	5,681
Other cars ³	65,083	63,897	83,313	75,259	405,905	456,938	846,127	862,843
Electric trains: ⁴								
Ordinary passenger cars.....	40,619	40,767	67,449	52,401	256,052	342,504	522,333	598,556
Parlor cars.....	4,261	4,154	10,158	5,922	29,456	43,045	71,731	72,501
Dining cars.....			187		307	488	307	795
Other cars ⁵	13,729	12,856	12,028	14,918	82,270	82,234	164,269	164,504
Motor (3rd rail) trains: ⁶								
Ordinary passenger cars, motor.....	2,470,917	2,381,309	3,031,570	2,406,592	14,608,007	15,487,290	30,243,219	30,095,297
Ordinary passenger cars, trailer.....								
Parlor cars, trailer.....								
Other cars, motor ⁷	41,935	44,257	44,385	45,608	260,746	262,104	496,048	522,850
Other cars, trailer ⁸	1,637	1,536			9,094		19,648	9,094
Trolley.....	139,337	132,571	127,967	116,180	795,372	716,426	1,555,376	1,511,798
" Local electric "								
Total { Passenger cars ⁹	3,176,627	3,067,801	3,989,154	3,157,557	18,872,520	20,395,289	39,334,901	39,267,809
Other cars ¹⁰	120,747	121,010	139,726	135,875	748,921	801,276	1,508,444	1,550,197
PASSENGER SERVICE IN SPECIAL TRAINS								
Electric trains: ⁴								
Passenger cars.....					273		273	273
Grand total, regular and special { Passenger cars ¹¹								
Other cars ¹²	120,747	121,010	139,726	135,875	748,921	801,276	1,508,444	1,550,197

¹ See note 1, page 608.² Trains drawn by steam locomotives.³ Baggage and express cars, etc.⁴ Trains drawn by electric locomotives.⁵ Exclusive of " local electric."⁶ Includes parlor and dining cars.

TABLE V. Suburban traffic: (B) Pennsylvania Railroad passengers in and out of Pennsylvania Terminal¹
(1) By years and half years, November 27, 1910² to December 31, 1934

PERIOD ENDED —	ARRIVALS		DEPARTURES		TOTAL	
	Six months	Year	Six months	Year	Six months	Year
Dec. 31, 1910.....	³ 157,505	³ 157,505	³ 149,059	³ 149,059	³ 306,564	³ 306,564
June 30, 1911.....	871,378	1,028,883	828,189	977,248	1,699,567	2,006,131
Dec. 31, 1911.....	950,815	1,822,193	991,186	1,819,375	1,942,001	3,641,568
June 30, 1912.....	933,490	1,884,235	938,899	1,930,085	1,872,319	3,814,320
Dec. 31, 1912.....	1,033,817	1,967,237	1,106,609	2,045,508	2,140,426	4,012,745
June 30, 1913.....	1,020,136	2,033,953	1,054,863	2,161,492	2,075,019	4,215,445
Dec. 31, 1913.....	1,088,274	2,108,410	1,208,433	2,263,336	2,296,727	4,371,746
June 30, 1914.....	1,042,899	2,131,173	1,066,093	2,274,546	2,108,992	4,405,719
Dec. 31, 1914.....	1,056,595	2,089,494	1,167,267	2,233,360	2,223,862	4,332,854
June 30, 1915.....	946,752	2,003,347	1,015,805	2,183,072	1,962,537	4,186,419
Dec. 31, 1915.....	1,071,417	2,018,169	1,178,815	2,194,620	2,250,232	4,212,789
June 30, 1916.....	1,125,088	2,196,505	1,206,928	2,385,743	2,332,016	4,582,248
Dec. 31, 1916.....	1,231,615	2,336,703	1,348,422	2,555,350	2,580,037	4,912,053
June 30, 1917.....	1,299,449	2,531,064	1,365,431	2,713,853	2,664,880	5,244,917
Dec. 31, 1917.....	1,601,001	2,900,450	1,726,407	3,091,838	3,327,408	5,992,288
June 30, 1918.....	1,769,004	3,370,005	1,875,469	3,601,876	3,644,473	6,971,881
Dec. 31, 1918.....	2,130,309	3,899,313	2,294,469	4,169,938	4,424,778	8,069,251
June 30, 1919.....	2,177,617	4,307,926	2,271,941	4,566,410	4,449,558	8,874,336
Dec. 31, 1919.....	2,680,101	4,857,718	2,869,265	5,141,206	5,549,366	9,998,924
June 30, 1920.....	2,937,176	5,617,277	2,915,066	5,784,331	5,852,242	11,401,608
Dec. 31, 1920.....	2,860,233	5,797,409	3,005,015	5,970,081	5,865,248	11,717,490
June 30, 1921.....	1,985,055	4,845,288	2,065,898	5,070,913	4,050,953	9,916,201
Dec. 31, 1921.....	1,962,156	3,947,211	2,148,228	4,214,126	4,110,384	8,161,337
June 30, 1922.....	1,864,307	3,896,463	1,911,822	4,060,050	3,776,129	7,886,513
Dec. 31, 1922.....	2,014,121	3,878,428	2,219,038	4,130,860	4,233,159	8,009,288
June 30, 1923.....	1,943,559	3,939,680	2,054,546	4,273,584	4,000,105	8,233,264
Dec. 31, 1923.....	2,088,481	4,034,040	2,340,460	4,395,006	4,428,941	8,429,046
June 30, 1924.....	2,002,565	4,091,046	2,113,768	4,434,228	4,116,333	8,545,274
Dec. 31, 1924.....	2,114,826	4,117,391	2,352,096	4,465,864	4,466,922	8,583,255
June 30, 1925.....	2,103,913	4,218,739	2,190,092	4,542,188	4,294,005	8,760,927
Dec. 31, 1925.....	2,271,085	4,374,998	2,538,552	4,728,644	4,809,637	9,103,642
June 30, 1926.....	2,235,810	4,506,895	2,312,936	4,851,488	4,5-8,746	9,358,383
Dec. 31, 1926.....	2,475,539	4,711,399	2,740,961	5,053,897	5,216,550	9,765,296
June 30, 1927.....	2,375,566	4,710,925	2,381,410	5,122,371	4,616,746	9,833,296
Dec. 31, 1927.....	2,321,747	4,557,083	2,619,024	5,090,434	4,940,771	9,557,517
June 30, 1928.....	2,556,683	4,578,430	2,401,849	5,020,873	4,658,532	9,589,303
Dec. 31, 1928.....	2,253,737	4,510,420	2,554,640	4,956,489	4,808,377	9,466,909

June 30, 1929.....	2,261,865	4,515,602	2,363,062	4,917,702	4,624,927	9,433,304
Dec. 31, 1929.....	2,327,146	4,619,011	2,586,811	4,949,873	4,943,957	9,568,884
June 30, 1930.....	2,231,306	4,608,452	2,312,511	4,899,322	4,563,817	9,507,774
Dec. 31, 1930.....	2,034,702	4,306,008	2,272,306	4,585,017	4,327,208	8,891,025
June 30, 1931.....	1,882,813	3,937,515	1,976,306	4,248,812	3,859,119	8,186,327
Dec. 31, 1931.....	1,724,663	3,607,476	1,921,834	3,898,140	3,646,497	7,505,616
June 30, 1932.....	1,511,445	3,236,108	1,604,322	3,526,156	3,115,767	6,762,264
Dec. 31, 1932.....	1,323,461	2,843,906	1,426,183	3,030,505	2,758,644	5,874,411
June 30, 1933.....	1,213,397	2,545,858	1,301,026	2,727,209	2,514,423	5,273,067
Dec. 31, 1933.....	1,326,186	2,539,583	1,461,552	2,762,575	2,787,738	5,302,161
June 30, 1934.....	1,467,839	2,794,025	1,528,703	2,990,255	2,996,542	5,784,280
Dec. 31, 1934.....	1,477,898	2,945,737	1,607,175	3,135,878	3,085,073	6,081,615

(2) By months, 1933 and 1934

PERIOD	1933			1934		
	Arrivals	Departures	Total	Arrivals	Departures	Total
January.....	211,584	236,878	448,462	243,932	270,671	514,603
February.....	189,899	212,853	402,752	221,769	240,371	462,140
March.....	191,978	209,908	401,886	244,313	252,270	496,583
April.....	217,540	223,678	441,218	274,308	265,801	540,109
May.....	203,396	211,940	415,336	236,100	247,138	483,238
June.....	199,000	205,769	404,769	247,417	252,452	499,869
Total — six months.....	1,213,397	1,301,026	2,514,423	1,467,839	1,528,703	2,996,542
Fiscal year ending June 30th.....	2,545,858	2,727,209	5,273,067	2,794,025	2,990,255	5,784,280
July.....	216,721	223,402	440,123	242,492	248,040	490,532
August.....	209,939	228,924	438,863	271,423	276,175	516,175
September.....	220,543	243,482	464,025	248,276	276,256	524,532
October.....	210,384	238,301	448,685	243,244	259,084	502,328
November.....	203,503	236,535	440,038	240,385	264,385	503,593
December.....	265,096	290,908	556,004	239,208	287,987	547,913
Total — six months.....	1,326,186	1,461,552	2,787,738	1,477,898	1,607,175	3,085,073
Calendar year ending December 31st.....	2,539,583	2,762,578	5,302,161	2,945,737	3,135,878	6,081,615

¹ Exclusive of passengers of Lehigh Valley Railroad and New York, New Haven & Hartford Railroad.² Date of opening of terminal.³ From November 27, 1910.

TABLE V. Suburban traffic: (C) New York Central Railroad (including West Shore), 1934

CLASSES OF PASSENGERS AND STATIONS				SIX MONTHS —		YEAR ENDED									
January		April		July		October		January— June, 1934		July— December, 1934		June 30, 1934		December 31, 1934	
TOTAL NUMBER OF PASSENGERS ARRIVING AT AND DEPARTING FROM NEW YORK CITY, BY CLASSES															
Commuter passengers between N. Y. City terminals and stations outside of City ¹															
1,715,026		1,665,562		1,552,530		1,709,172		—		—		—		—	
56,146		54,282		36,048		46,822		—		—		—		—	
679,183		554,414		704,976		615,395		—		—		—		—	
All other passengers.....															
2,450,355		2,274,258		2,293,554		2,371,389		—		—		—		—	
Total.....															
PASSENGERS FROM AND TO NEW YORK CITY TERMINALS															
From Grand Central (Main Line) ²		317,888		338,912		316,445		1,934,898		1,929,952		3,896,456		3,864,850	
To Grand Central (Main Line) ²		325,859		315,528		335,777		1,920,241		1,933,647		3,879,078		3,853,886	
From Grand Central (Harlem Division) ²		541,229		518,189		494,078		3,139,547		3,057,697		6,164,462		6,197,244	
To Grand Central (Harlem Division) ²		539,405		515,129		489,930		3,124,660		3,040,608		6,129,142		6,165,268	
From Sedgwick Avenue (Putnam Division).....		18,446		17,498		15,874		107,809		95,416		203,775		203,225	
To Sedgwick Avenue (Putnam Division).....		19,269		18,102		16,222		112,463		98,654		210,386		211,117	
From 42d St. and Cortlandt St. (West Shore).....		339,405		285,444		301,455		1,965,416		1,834,645		3,876,054		3,800,061	
To 42d St. and Cortlandt St. (West Shore).....		339,971		286,480		301,306		1,967,918		1,836,594		3,880,640		3,804,512	
Total.....		2,450,355		2,274,258		2,293,554		14,272,952		13,827,213		28,240,593		28,100,165	
COMMUTERS BETWEEN NEW YORK CITY TERMINALS AND STATIONS OUTSIDE THE CITY															
Grand Central (Main Line) ²		362,914		351,213		347,630		354,646		—		—		—	
Grand Central (Harlem Division) ²		811,160		780,149		734,380		820,356		—		—		—	
Sedgwick Avenue (Putnam Division).....		26,998		25,702		21,682		24,348		—		—		—	
42d St. and Cortlandt St. (West Shore).....		513,954		508,498		448,838		509,822		—		—		—	
Total.....		1,715,026		1,665,562		1,552,530		1,709,172		—		—		—	

COMMUTERS WITHIN NEW YORK CITY LIMITS

Main Line:

Highbridge.....	2,790	2,580	1,550	2,232
Morris Heights.....	1,984	1,620	1,550	1,364
University Heights.....	6,448	6,542	3,906	4,820
Marble Hill.....	3,642	3,706	2,726	2,790
Spuyten Duyvil.....	3,642	3,528	2,480	3,642
Riverdale.....	1,720	2,146	1,364	2,092
Mt. St. Vincent.....	664	498	248	464
Kingsbridge (via Highbridge).....	310	360	62	186
Van Cortlandt (via Highbridge).....	310	240	124	434

Harlem Division:

125th Street.....	62	60	.....	62
138th Street.....	.....	.....	62	62
Melrose.....	.....	7,652	4,836	6,604
Morrisania.....	8,630	.....	.....	.....
Claremont Park.....	2,232	2,280	1,798	1,844
Tremont.....	.....	.....	.....	.....
183d Street.....	542	240	124	108
Fordham.....	1,968	2,086	1,054	1,436
Botanical Gardens.....	3,844	3,886	2,232	3,224
Williamsbridge.....	804	600	434	680
Woodlawn.....	10,602	10,200	6,232	8,250
Wakefield.....	5,952	6,060	5,206	6,448

Putnam Division:

Sedgwick Avenue and Morris Heights.....	.....	.....	.....	.....
Kingsbridge.....	.....	.....	.....	.....
Van Cortlandt.....	.....	.....	.....	.....

Total.....

Grand total — Commuters.....

56,146	54,282	36,048	46,822
1,771,172	1,719,844	1,588,578	1,755,994

¹ Based on commutation and school tickets sold.² The Grand Central figures exclude the 125th Street and 138th Street traffic.

TABLE V. Suburban traffic: (D) New York, New Haven and Hartford Railroad, 1934

CLASSES OF PASSENGERS AND TERMINALS		January	April	July	October	SIX MONTHS —		YEAR ENDED	
						January— June, 1934	July— December, 1934	June 30, 1934	December 31, 1934
TOTAL NUMBER OF PASSENGERS ARRIVING AT AND DEPARTING FROM NEW YORK CITY, BY CLASSES									
Commutation passengers between N. Y. City terminals and stations outside of City		574,005	537,723	489,084	572,329	3,277,552	3,076,040	6,381,729	6,353,592
All other passengers		434,373	438,451	444,779	421,628	2,604,855	2,694,166	5,242,471	5,299,021
Total		1,008,378	976,174	933,863	993,957	5,882,407	5,770,206	11,624,200	11,652,613
TOTAL NUMBER OF PASSENGERS FROM AND TO NEW YORK CITY, BY TERMINALS									
From Grand Central		509,500	495,907	477,109	499,496	2,989,167	2,904,715	5,889,002	5,893,872
Commutation passengers		283,814	265,151	242,061	282,377	1,620,616	1,518,785	3,132,911	3,139,401
All other passengers		225,686	230,756	235,048	217,049	1,368,541	1,386,930	2,756,091	2,754,471
To Grand Central		498,878	480,267	466,754	494,631	2,893,260	2,865,491	5,758,741	5,758,741
Commutation passengers		290,191	272,572	247,023	289,952	1,656,936	1,557,255	3,228,818	3,214,191
All other passengers		208,687	207,695	209,731	204,579	1,236,314	1,308,236	2,508,380	2,544,550
Total { Commutation passengers		574,005	537,723	489,084	572,329	3,277,552	3,076,040	6,381,729	6,353,592
{ All other passengers		434,373	438,451	444,779	421,628	2,604,855	2,694,166	5,242,471	5,299,021
Grand total, all passengers		1,008,378	976,174	933,863	993,957	5,882,407	5,770,206	11,624,200	11,652,613

1 Includes traffic of 125th Street Station.

TABLE V. Suburban traffic: (E) New York, Westchester and Boston Railway, 1934

CLASSES OF PASSENGERS AND TERMINALS	January	April	July	October	SIX MONTHS —		YEAR ENDED	
					January— June, 1934	July— December, 1934	June 30, 1934	December 31, 1934
TOTAL NUMBER OF PASSENGERS ARRIVING AT AND DEPARTING FROM NEW YORK CITY, BY CLASSES								
Commuters.....	379,368	378,964	330,344	395,924	2,166,898	2,097,088	4,189,740	4,263,984
All other passengers.....	281,382	287,948	300,292	292,841	1,734,679	1,746,925	3,421,955	3,481,606
Total.....	660,750	666,912	630,636	688,765	3,901,577	3,844,013	7,611,695	7,745,590
Arriving at N. Y. C. terminals.....	350,979	333,492	314,667	344,189	1,963,278	1,919,412	3,808,838	3,872,690
Departing from N. Y. C. terminals.....	309,771	333,420	315,969	344,576	1,948,299	1,924,601	3,802,857	3,872,900
COMMUTER TICKETS								
12-trip (weekly) ¹	633	1,015	1,180	1,249	4,756	6,631	6,567	11,387
60-trip (monthly).....	5,934	5,857	5,213	6,076	33,898	32,693	66,372	66,591
46-trip (school).....	342	334	74	356	1,651	1,216	2,496	2,867
Total.....	6,909	7,206	6,467	7,681	40,305	40,540	75,735	80,845

¹ The sale of 12-trip (weekly) commutation tickets began September 10, 1933.

INDEX OF COMPANIES

In this volume the returns from street railways and common carriers other than bus companies are presented for the most part in tabulations. All data for bus companies are presented in the abstracts (pages 463-593), and data relating to corporate organization and important changes during the year for street railway companies appear in the abstracts. Page references hereunder pertain to these abstracts.

I. Street and Electric Railway Companies

(Elevated or underground railways in *italics*, surface railways in roman)

	Operat- ing	Lessor	Page
Bleecker Street & Fulton Ferry Railroad Co., The.....		X	371
Bridge Operating Co.....	(1)		372
Broadway & Seventh Avenue Railroad Co. (Receiver).....		X	373
Bronx Traction Co., The.....		X	374
Brooklyn & North River Railroad Co., The.....	(1)		375
Brooklyn & Queens Transit Corporation.....	X		376
Brooklyn-Manhattan Transit System.....	(2)		384
Bush Terminal Railroad Co.....		X	385
Christopher & Tenth Street Railroad Co., The.....		X	386
<i>City of New York — Independent System Operation</i>	[X]		387
Eighth & Ninth Avenues Railway Co. (Receiver).....		X	391
Forty-second Street & Grand Street Ferry Railroad Co., The.....		X	392
Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Co., The.....		X	393
<i>Hudson & Manhattan Railroad Co.</i>		X	394
<i>Interborough Rapid Transit Co.</i>		X	411
Jamaica Central Railways, Inc.....	(2)		416
Kingsbridge Railway Co.....		X	418
Manhattan & Queens Traction Corporation.....		X	419
<i>Manhattan Railway Co.</i>		X	420
Mid-Crosstown Railway Co., Inc.....	(1)		421
New York & Queens Transit Corporation.....		X	421
New York City Interborough Railway Co.....		X	422
New York Railways Corporation.....		X	424
<i>New York Rapid Transit Corporation</i>		X	428
Pelham Park & City Island Railway Co., Inc.....	(1)		432
Richmond Railways, Inc.....	(2)		432
Sixth Avenue Railroad Co. (Receiver).....		X	434
South Brooklyn Railway Co.....		X	435
Southern Boulevard Railroad Co., The.....		X	437
Southfield Beach Railroad Co.....	(2)		438
Staten Island Midland Railway Co. (Receiver).....		(1)	438
Steinway Railways, Receivers.....		X	439
Third Avenue Bridge Co.....		(1)	440
Third Avenue Railway Co.....		X	441
Thirty-fourth Street Crosstown Railway Co.....		X	450
Twenty-third Street Railway Co.....		X	450
Union Railway Company of New York City.....		X	451
Westchester Electric Railroad Co., The.....		X	454
Total.....	17	10	

¹ No longer in operation.

² The Brooklyn-Manhattan Transit Corporation is a business corporation and the holding company of the Brooklyn-Manhattan Transit System. Power expense data for the System appear in the abstract listed above.

³ Operation was discontinued by street railway company and commenced by buses.

2. Bus Companies

	Operat- ing	Lessor	Page
Avenue B & East Broadway Transit Co., Inc.	X	....	463
Bee Line, Inc.	X	....	467
Bilow Bus Line, Inc.	X	....	472
Briarwood Bus Corp., Inc.	X	....	475
Brooklyn Bus Corporation.	X	....	478
East Side Omnibus Corporation.	X	....	488
Fifth Avenue Coach Co.	X	....	494
Flushing Heights Bus Corporation.	X	....	508
Green Bus Lines, Inc.	X	....	511
Hamilton Bus Corporation.	X	....	516
Jamaica Buses, Inc.	X	....	519
Kings Coach Company.	X	....	525
Liberty Bus Transportation Corporation, Inc.	X	....	528
Lund Coach Co., Inc.	X	....	531
Municipal Motorbus Co., Inc.	X	....	533
Nassau Bus Line, Inc.	X	....	536
Nevin-Queens Bus Corporation.	X	....	540
New Dorp Beach Bus Service, Inc.	X	....	543
North Shore Bus Co., Inc.	X	....	545
Queens-Nassau Transit Lines, Inc.	X	....	549
S. & C. Buses, Inc.	X	....	552
Schenck Transportation Co., Inc.	X	....	555
Staten Island Coach Company, Inc.	X	....	559
Suburban Bus Co., Inc.	X	....	564
Surface Transportation Corporation of New York.	X	....	567
Tompkins Bus Corporation.	X	....	575
Transit Coach Bus Lines, Inc.	X	....	581
Travelers' Bus Lines, Inc.	X	....	584
Triboro Coach Corporation.	X	....	587
Z and M Coach Co., Inc.	X	....	591
Total.		30	....

3. Steam Railroad Companies

All data are included in Chapter IV, Tables I-IV, pages 596-605

Brooklyn Eastern District Terminal.	X	....
Jay Street Connecting Railroad Co., The.	X	....
New York Connecting Railroad Co., The.	X	....
New York Dock Railway.	X	....
Pennsylvania Tunnel & Terminal Railroad Co.		X
Staten Island Railway Co., The.		X
Staten Island Rapid Transit Railway Co., The.	X	....
Total.	5	2

